Fourth Series Vol. III - No. 8

Thursday, June 1, 1967
Jyaistha 11, 1889 (Saka)

LOK SABHA DEBATES

(Second Session)

(Vol. III contains Nos. 1-10)

LOK SABHA SECRETARIAT
NEW DELHI

Price : Rs. 1.00

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LOK SABHA

Thursday, June 1, 1967/Jyaistha 11, 1889 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Mr. Speaker: Questions 211 and 212 may be taken up together.

Haldia-Barauni Pipeline

*211. **Shri Indrajit Gupta:***
Shri Deven Sen:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the laying of the Haldia-Barauni pipeline has been completed;

(b) whether it is a fact that in the Raniganj coalfield area between Salanpur and Ondal, the pipeline's alignment has been challenged and compensation claimed by certain mine-owners;

(c) if so, whether there is a proposal to make a fresh detour of the pipeline in order to avoid the disputed area and if so, the cost thereof; and

(d) the responsibility for such faulty alignment entailing large losses to the Indian Oil Corporation?

The Minister of State in the Ministry of Planning, Petroleum and Chemicals and Social Welfare (Shri Raghu Ramaiah): (a) Yes, Sir.

(b) Yes, Sir; certain collieries have claimed compensation from the Indian Oil Corporation for the loss likely to be sustained by them due to consequential restrictions on mining operations.

(c) Government has approved of a proposal to construct a diversion line at a cost of about Rs. 196 lakhs.

(d) This is under examination.

Haldia-Barauni Pipeline

*212. **Shri Bibhuti Mishra:***
Shri K. N. Tiwary:
Shri Indrajit Gupta:
Shri M. P. Chatterjee:
Shri S. C. Samanta:
Shri Yashpal Singh:
Shri Swell:
Shri Deven Sen:
Shri P. K. Ghosh:
Shri Kartik Oraon:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that a pipeline from Haldia to Barauni was constructed in December, 1965;

(b) whether it is also a fact that the pipeline is not in use even now; and

(c) if so, the reasons therefor?

The Minister of State in the Ministry of Planning, Petroleum and Chemicals and Social Welfare (Shri Raghu Ramaiah): (a) The laying of the Haldia-Barauni pipeline was completed in May 1966. Pumping stations and one of the two delivery stations have also been completed. A second delivery station is almost ready.

(b) Yes, Sir.

(c) There is an order of the Calcutta High Court staying the operation of the pipeline until the disposal of certain pending Court proceedings.

Shri Indrajit Gupta: Sir, this is a very important matter. From the replies of the hon. Minister, it is clear that, firstly, this pipeline cannot be used—it is lying idle—secondly, the aligment has been faulty and, thirdly, the detour which will have to be made will cost nearly Rs. 2 crores and fixing the responsibility for this is under examination.

May I know from the hon. Minister whether it is not a fact that the supervision of this work of laying the pipeline was entrusted to an American firm of Bechtels by a special agreement and will he please tell us what were the terms of that agreement and whether the provisions of that agreement were properly carried out by Bechtels or not?

Shri Raghu Ramaiah: To my recollection Bechtels were the technical advisers. The construction contract was given to an Italian company. Bechtels were giving technical advice on the laying of the pipeline.

Shri Indrajit Gupta: I wanted to know whether the terms of the agreement with Bechtels—they were the technical advisers; that is true—were properly carried out. The work is over now and Bechtels have gone away and they have been paid money. It is now found that the pipeline has been laid in the wrong place. Who is going to fix the responsibility for this in terms of the agreement?

Shri Raghu Ramaiah: I have not got a copy of the agreement with me now. Part of the agreement was to give technical advice. They have given technical advice....

An hon. Member: If it is a wrong advice?

The Minister of Planning, Petroleum (Shri Asoka Mehta): This matter has been gone into and we have already decided to appoint an inquiry committee. That committee will identify as to who is responsible and to what extent. In that connection also, we are looking into.... (*Interruption*). Will you please listen to what I have to say? You can put your supplementary afterwards.

श्री मधु लिमये : आप गुस्सा बहुत हो जाते हैं । स्पष्टीकरण लोग मांगते हैं । गुस्सा होने की क्या जरूरत है । मंत्री बन गए हो तो जरा ठंडे दिमाग से बात करो ।

श्री शिव नारायण : आप ठंडे दिमाग से क्यों नहीं सुनते हैं ?

Shri Asoka Mehta: Let me finish what I have to say. You can ask any further question afterwards.

Mr. Speaker: I would request the Minister to address the Chair.

Shri Asoka Mehta: Sir, this committee will also consider the responsibility of Bechtels, as well as of all other persons concerned. We have already examined it and this committee also will examine the contractual agreement and will see, arising out of the contract, what steps can be taken against Bechtels and others if they are found to be guilty.

Shri Indrajit Gupta: Is it not also a fact that the expenditure for laying this pipeline was round about Rs. 25 crores. The hon. Minister will correct me if the figure is a bit inexact. This amount of Rs. 25 crores was sanctioned by the Government on the basis of a certain capacity for that pipeline. Is it not a fact that, after the pipeline was laid, was constructed, it is found that, though the original expenditure of Rs. 25 crores remains as it was, the actual capacity of the pipeline is much less than what has been stated earlier?

Shri Raghu Ramaiah: The cost of the

section is concerned, is Rs. 15.83 crores; the cost of the section between Barauni and Kanpur is Rs. 15 crores excluding, of course, the cost of the delivery stations. I am not aware of any shortfall in the capacity of the pipeline.

Shri Indrajit Gupta: What was the estimated capacity for which the amount of Rs. 25 crores was sanctioned and what is the capacity now found?

Shri Asoka Mehta: The position is this. Originally this pipeline was to be a one-way pipeline, but at the time of the Chinese aggression it was felt that a two-way pipeline be laid between Haldia and Barauni. This two-way pipeline is laid for the purpose of having some kind of an additional capacity which may be used under special circumstances. It is, therefore, not proper to consider that capacity as normal capacity that is available because the cost of using that particular pipeline for two-way traffic will be considerably higher.

श्री केचेन सेन : हल्दिया बरौनी पाइप लाइन का काम शुरू जब हुआ था तो क्या यह सही नहीं है कि वैस्ट बंगाल की सरकार के चीफ माइनिंग एडवाइजर और केन्द्रीय सरकार के चीफ माइनिंग एडवाइजर ने इंडियन आयल कारपोरेशन को यह सलाह दी थी कि पाइप लाइन को कानियरी इलाके से होते हुए न बिठाया जाए क्योंकि वहां पर कोयला है और इससे पाइप भी खतरे में आएगी और कोयले को उठाने में भी रुकावट पैदा होगी ?

Shri Raghu Ramaiah: After the original alignment was made over Raniganj coalmines, in about September 1963, the West Bengal Government asked for a reconsideration of the alignment over the coalmines on the ground of safety of the calbelt below the pipeline and also on the ground that a considerable quantity of coal will be locked up under the pipeline. It is true.

Shri Indrajit Gupta: The point is this. They had given a warning beforehand that this should not be done and he admits that. Why was that ignored? Crores of rupees have been have been wasted.

Shri Asoka Mehta: It is precisely what the Inquiry Committee is looking into. We have carefully gone through all the records and I feel that it is necessary to have an independent scrutiny made into the matter.

श्री विभूति मिश्र : हमारे फाइनेंस मिनिस्टर भी बैठे हुए हैं । सोलह करोड़ के लगभग इस पर खर्च हुआ है । इतनी बड़ी धनराशि खर्च होने के बाद भी यह पाइप लाइन नहीं चल रही है । इसके बारे में मुकदमा हाई कोर्ट में पड़ा हुआ है । मैं जानना चाहता हूं कि भारत सरकार के आदमी इसकी योजना बनाने के पहले क्या करते रहे और उन्होंने इन सब बातों के बारे में क्यों नहीं सोचा ?

Shri Asoka Mehta: I have replied to that question. Some mistake has been made.... (*Interruptions*).

Mr. Speaker: Let him answer.

Shri Asoka Mehta: Some mistake has been made and, therefore, we have appointed a committee. Mr. A. K. Roy, the former Auditor-General, has agreed to look into this matter and tell us as to who was responsible and to what extent. This is one part of it.

Regarding the second part of the question, it is true that this particular pipeline is not being used just now. But now that we have agreed to a new alignment—there will be a re-alignmen of the pipeline—it is possible to reach an agreement with the coal-mine owners and also with the officials concerned, so that for a short period when the new alignment is being made, we may be able to use this pipeline. But this is a matter to be decided with the consent of the court.

श्री विभूति मिश्र : क्या यह सही है कि जब यह पाइप-लाइन कलकत्ता ले जाने की बात हुई, तो कई इंजीनियरों ने कहा था कि इस पाइप-लाइन को कलकत्ता ले जाना मुश्किल होगा, क्योंकि उसको कोल-बेल्ट में से जाना पड़ेगा, लेकिन पोलिटिकल एजीटेशन की वजह से भारत सरकार झुक गई और उसने यह सुझाव कबूल कर लिया ? क्या यह सरकार वास्तविकता को देखती है या राजनीतिक आधार पर योजनायें बनाती है ? जिन लोगों ने यह गलती की, उनको सजा देने का क्या उपाय सोचा जा रहा है, क्योंकि मई, 1965 में यह काम कम्पलीट हो गया और आज तक यह मामला पड़ा हुआ है ?

Shri Asoka Mehta: I am not aware of any political agitation, nor am I aware of the Government having yielded to any political agitation in this matter.

As regards the second part of the question, I have made it clear that we have appointed an independent person of great experience and great authority, and as soon as we get the report we shall take appropriate action against those who are found to be guilty.

श्री क० रा० तिवारी : मैं यह जानना चाहता हूं कि माननीय मंत्री ने इस बारे में जिस गलती का जिक्र किया है, वह गलती सरकार के ध्यान में कब आई और यह कमेटी कब बनाई गई । मंत्री महोदय ने यह भी कहा है कि दूसरी पाइप-लाइन बनाने की योजना है । मैं यह जानना चाहता हूं कि उस पर कितना खर्च होगा ।

श्री अशोक मेहता : जब यह मामला कोर्ट के सामने आया, तब ये सारे पेपर्स देखे गये । मैं चन्द हफ्ते पहले आया हूं .....

श्री मधु लिमये : यह जवाब ठीक नहीं है । यह सरकार एक है । मंत्री महोदय कब आए, इससे मतलब नहीं है ।

श्री अशोक मेहता : इसीलिए मैंने कहा है कि जब यह मामला कोर्ट के सामने आया .....

एक माननीय सदस्य : कोर्ट के सामने कब आया ?

श्री अशोक मेहता : ..... तब इसको देखा गया । मैं तो अपनी तरफ से ही कह सकता हूं कि हमने उसके बाद देखा । री-एलाइनमेंट पर 197 लाख रुपया खर्च होगा । यह भी बताया गया है कि जब इस मामले के बारे में मालूमात हुई, तो जांच कमेटी नियुक्त करने का फैसला किया गया ।

Shri S. C. Samanta: In reply to Q. No. 212, he hon. Minister has said that a case is pending in the High Court and so, the pipeline cannot be brought into use. I would like to know the details about the case that is pending.

Shri Raghu Ramaiah: The coal-mine owners filed a claim for compensation and later on filed a writ petition in the Calcutta High Court, and the Calcutta High Court has issued an injunction. That is why we are unable to commission the pipe-line.

श्री यशपाल सिंह : यह बात समझ में नहीं आई है कि जब यह केस हाई कोर्ट में पेंडिंग है, तो सरकार द्वारा नियुक्त एन्क्वायरी कमेटी कैसे काम कर सकती है, क्योंकि यह कनटेम्प्ट आफ कोर्ट का मामला हो जायेगा । इसलिए क्या यह बेहतर नहीं होगा कि पहले हाई कोर्ट से यह मामला तय होने दिया जाये और उसके बाद एन्क्वायरी कमेटी काम करे ?

Shri Raghu Ramaiah: The scope of the inquiry committee is quite different. That committee would be going into the circumstances under which the alignment has been made, the objections that have been raised and the manner in which the objections were considered, whether any consi-

deration was given to them and also the circumstances under which realignment has to be made. These do not come within the scope of the High Court writ.

Shri Swell: The hon. Minister has tried to soft-pedal the whole issue by calling it a mistake. It was a very costly mistake. Rs. 16 crores had been spent on laying this line. The coal-mine owners are claiming a compensation of Rs. 19 crores. Then, they are spending another Rs. 2 crores on re-aligning it, and then on top of it all, every day, they are losing substantial amounts of money because the oil that should have gone through this pipeline is now being carried in other ways The hon. Minister has said that he would cause an inquiry to be made into this whole matter. I want to know specifically whether at the time when the Oil India authorities overruled the objections of the mining advisers and the chief mining inspector they did so with the knowledge and approval of the minister concerned? What kind of enquiry will this be? Will it be a wishy-washy enquiry or will it be something that will definitely fix responsibility on the people concerned and recover the entire amount of money from them?

Shri Asoka Mehta: This was done with the knowledge and consent of the Ministry of Petroleum and Chemicals. That is why it is necessary to have an independent enquiry made into it so that we also know who is responsible in our Ministry or in any other ministry in the Government. As I pointed out we have appointed Shri A. K. Roy, our former Auditor-General as the person to enquire into this and I do not think it is fair to say about the former Auditor-General that this enquiry would be wishy-washy.

श्री देवेन सेन: मैं यह जानना चाहता हूं कि वह जो एक्सपर्ट कमेटी बिठाई जावेगी, क्या उसके द्वारा इस पहलू की भी जांच की जावेगी कि इस मामले में फ़ारेन आयल कम्पनीज, कोलियरी-ओनर्ज, फ़ारेन कैपिटलिस्ट्स और इंडियन आयल कारपोरेशन के डायरेक्टर्ज का क्या हाथ था ।

श्री अशोक मेहता: इसमें न फ़ारेन आयल कम्पनीज के हाथ का सवाल उठता है और न कोलियरी-ओनर्ज के हाथ का सवाल उठता है । यह फ़ैसला किया गया इंडियन आयल कारपोरेशन की तरफ़ से, गवर्नमेंट की तरफ़ से और उन दो कनसल्टेन्ट्स की राय से, जिनके नाम बताए गये हैं । इस बारे में फ़ैसला करने में जिन लोगों की जिम्मेदारी है, उन की जिम्मेदारी के बारे में जांच की जायेगी ।

श्री मधु लिमये: माननीय सदस्य, श्री देवेन सेन, का प्रश्न यह है कि क्या इस बात की जांच की जायेगी कि विदेशी कम्पनियों के द्वारा, चाहे वे कोयले की हों या तेल की, इन लोगों पर दबाव डाला जाता है, इन्हें खरीदा जाता है ।

श्री अशोक मेहता: किस बारे में दबाव डाला जाता है ?

श्री मधु लिमये: इंडियन आयल कारपोरेशन के अधिकारियों पर पाइप-लाइन की एलाइनमेंट के बारे में दबाव डाला जाता है ।

श्री अशोक मेहता: यह कहा जाता है कि जहां पाइप-लाइन डाली गई है, अगर वह एलाइनमेंट रहे, तो कोयले को भी काफ़ी खतरा रहेगा और पाइप-लाइन को भी खतरा रहेगा । हमें यह एक्सपर्ट एडवाइस मिली थी कि खतरा नहीं रहेगा । यह मामला कोर्ट के सामने आया और इस पर दोबारा विचार करने के बाद हमने इस एलाइनमेंट को बदलने का फ़ैसला किया । । मेरी समझ में नहीं आता कि किसने हम पर प्रैशर डाला ।

Shri P. K. Ghosh: When does the Government propose to take up this diversion work on this pipeline and when is it expected to be completed

and what is the total amount of railway freight paid by the Indian Oil Corporation during the year 1966-67 in carrying oil and other products which were expected to be carried by this line?

Shri Raghu Ramaiah: In February 1966 the Ministry of Petroleum and Chemicals suggested as a compromise as this matter was pending before the Calcutta High Court that the restricted diversion of the pipeline over the worked leasehold areas might be undertaken within the next two or three years and that the pipeline might be permitted to be operated till then with proper safeguards.

Shri P. K. Ghosh: I wanted to know the total amount of railway freight.

Shri Raghu Ramaiah: I have not got those figures ready.

Shri Kartik Oraon: I would like to know from the hon. Minister whether the alignment of the pipeline passing through coal fields subject to dangerous consequences due to mining subsidence was approved and the possible implication of compensation to be paid to the mining concerns was agreed to by the Government?

Shri Asoka Mehta: The expert advice on the basis of which this decision was reached was that there would be no danger to the coal mines and therefore the question of compensation did not arise. Various expert bodies as well as various departments of the Government were consulted and a certain decision was reached. Retrospectively, we feel that the decision was not correct and that is why I am pointing out that this matter is being gone into by an independent commission.

Shri R. Barua: The litigation started sometime in 1965. What steps did the Government take in between then and now to remove the difficulties?

Shri Raghu Ramaiah: I have already mentioned that in February, 1966, the suggestion of realignment was made by the Ministry and then put across to them because the matter was before the courts.

श्री शिव चंद्र झा : अध्यक्ष महोदय, मंत्री महोदय ने बताया कि वह मेरे आने के पहले का सवाल है, मैं जानना चाहता हूं कि जब वे इस विभाग में आये, उसके कितने अर्से के बाद उनको इस गलती का एहसास हुआ और जब उनको इसका एहसास हुआ तो उसको दूर करने के लिये उन्होंने कौन से कदम उठाये ?

श्री अशोक मेहता : मैंने सवाल के जवाब में यह कहा था कि यह मामला कोर्ट के सामने होने की वजह से हम चाहते हैं कि इसमें कोई कम्प्रोमाइज किया जाय । कम्प्रोमाइज करने से यह फ़ायदा है कि थोड़े समय के लिये उस पाइप लाइन को हम इस्तेमाल कर सकते हैं और साथ-साथ री-एलाइनमेंट भी कर सकते हैं । इसी समय हमने यह भी सोचा कि जो गलती हुई है उस की जांच की जाय । मैंने यही बताया है कि यह फैसला हुआ है और उसके लिये कम्पीटेन्ट आदमी की खोज हुई, कम्पीटेन्ट आदमी हमको मिल गया है और उसने इस जिम्मेदारी को उठाना मंजूर कर लिया है ।

Dr. Ranen Sen: Is it not a fact that when this colossal blunder that cost us so many crores of rupees was detected by the Government, the responsibility of the Secretary to the Petroleum Ministry was so apparent in this total bungling or blunder or whatever you may call it, that the Government had to appoint this committee in order to shield this activity of the Secretary, Petroleum Ministry, and if that is so why did the Government shield that particular secretary?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): Sir, may I explain these things because Finance also is involved? When the case came before the court,

the case came up for realignment and it came up for sanctioning two crores more. The whole thing was gone into as to why it has happened like this. It was found that the advise of the chief mining inspector was discarded by the technical experts. It was not brought to the notice of the minister. Sanction was given at that time after doing all that. When it came to the notice of both the Planning Minister and the Finance Minister, we took it up and said: we must go into it fully and whoever is responsible must be properly punished and we must recover the loss from whomsoever we could, wherever we can fix the responsibility. We can do so only after locating the responsibility. We cannot do it otherwise. Therefore, Shri A. K. Roy had been appointed in order to find facts and say whether anybody had a hand in it. That is why Shri Roy had been appointed by the Planning Minister.

Shri Piloo Mody: Does the same law apply to Ministers? We would then be an affluent society.

Shri Morarji Desai: It will apply.

Shri N. E. Laskar: As the Minister stated just now that the alignment of the pipeline was approved by the Ministry itself, I would like to know whether any reason was advanced for ignoring the mining expert advise.

Shri Raghu Ramaiah: The Technical Adviser, Bechtel Corporation and the contractor, the Italian firm, disagreed with the views of the mining expert. The mining expert took the view that protective measures were to be given even if it is 100 feet below the surface, but the technical expert said it is not necessary below 100 feet. Similarly, on either side of the pipeline, the technical advice was it would be enough to leave five feet width as the operation did not extend to that area, but a different view was taken by the mining expert. So, there were two views.

श्री एस० एम० जोशी : जिन विदेशी कम्पनियों के साथ यह काम करने के लिये और उसकी निगरानी करने के लिये समझौता हुआ, एग्रीमेंट हुआ है, क्या मंत्री महोदय उस एग्रीमेंट को इस सदन के पटल पर रख सकते हैं ?

श्री अशोक मेहता : जरूर रख सकते हैं। इस वक्त मेरे पास नहीं है। लेकिन यह चीज कहना चाहता हूं कि आयल पाइप लाइन का तजुर्बा यूरोप और अमरीका में बहुत ज्यादा है और जैसा बताया गया है कि अमरीकन कम्पनी और इटेलियन कम्पनी दोनों की इस बारे में एक राय थी। वहां का तजुर्बा यह रहा है कि कोल माइन्ज के अन्दर यानी 100 फुट नीचे कोयला हो, तो उससे कोई खतरा नहीं होता है। लेकिन हिन्दुस्तान की हालत दूसरे किस्म की है—ऐसी कुछ बात बताई गई, इसी लिये इस मामले में हम अभी जा रहे हैं।

श्री अटल बिहारी वाजपेयी : मैं यह जानना चाहता हूं कि क्या श्री राय की जांच सार्वजनिक स्वरूप की राय होगी, क्या उनकी नियुक्ति कमीशन आफ़ एन्क्वायरी एक्ट के अन्तर्गत की गई है, क्या उन्हें गवाहों को बुलाने का और फाइलों को देखने का अधिकार होगा ? यदि उनकी नियुक्ति कमीशन आफ़ एन्क्वायरीज़ एक्ट के अन्तर्गत नहीं की गई है तो उनकी टर्म्स आफ रेफेरेन्स क्या हैं, वे अपनी जांच पूरी तरह से कर सकें, इसके लिये सरकार उन्हें क्या सुविधा देगी ?

श्री अशोक मेहता : उन्हें जिन फाइलों की जरूरत होगी, वे उन्हें पेश की जायेंगी, जिनको वे बुलाना चाहेंगे, उनको वे बुला पायेंगे और उनको इस काम के लिये जो सुविधा चाहिये, वह सुविधा उनको दी जायेगी।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं आया।

क्या उनकी नियुक्ति कमीशन आफ एन्क्वायरीज एक्ट के अन्तर्गत हुई है ? अगर ऐसा नहीं होगा तो वे जिसको बुलाना चाहेंगे वह कोर्ट में जाकर स्टे आर्डर ला सकता है । मैं जानना चाहता हूं कि यह डिपार्टमेन्टल एन्क्वायरी है या पब्लिक एन्क्वायरी है और इसके टर्म्स आफ रेफेंस क्या हैं ?

श्री अशोक मेहता : उन के साथ इसी पर बातचीत हो रही है, उन की राय के मुताबिक सब तय किया जायेगा ।

Shri Indrajit Gupta: Sir, I rise on a point of order, and I seek your protection for one thing. A little while ago, when Mr. Joshi asked whether the Minister would agree to place the agreement with the Bechtel Corporation on the Table of the House, I understood the Minister to say that he has no objection but he has not got the agreement with him or something like that. May we have a clarification on this, and will you kindly direct him specifically to put that agreement on the Table of the House, if not just now, within a day or two?

Shri Asoka Mehta: I said I must go to the office and get the copy. I have not got it with me at this point of time.

Mr. Speaker: Next question.

Prices of Essential Commodities

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*213. **Shri D. N. Patodia:**
Shri Onkar Singh:
Shri Manibhai J. Patel:
Shri Jyotirmoy Basu:
Shri D. C. Sharma:
Shri Eswara Reddy:
Dr. Ranen Sen:
Shri Sharda Nand:
Shri Bharat Singh:
Shri Ranjit Singh:
Shrimati Tarkeshwari Sinha:
Shri S. M. Banerjee:
Dr. Ram Manohar Lohia:
Shri Ram Sewak Yadav:
Shri Shri Gopal Sahoo:
Shri Ram Charan:
Shri Hem Raj:
Shri R. Barua:
Shri Swell:
Shri Kikar Singh:
Shri Kolai Birua:
Shri J. B. Singh:
Shri R. K. Birla:
Shri N. R. Laskar:
Dr. Karni Singh:
Shri Sradhakar Supakar:
Shri Liladhar Kotoki:
Shri Kanwar Lal Gupta:
Shri Sidheshwar Prasad:
Shri George Fernandes:
Shri J. H. Patel:
Shri Madhu Limaye:
Shri Virendrakumar Shah:
Shri Piloo Mody:
Shri Hukam Chand Kachwai:
Shri G. S. Mishra:
Shri Vishwa Nath Pandey:
Shri K. N. Pandey:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that there has been steady rise in the prices of essential commodities during the last three months;

(b) whether any survey in this regard has been made recently;

(c) whether there is any proposal to make a survey once or twice a year to determine rise in the prices of essential commodities so as to devise suitable measures to check the rise; and

(d) the details of the measures taken at present to check rise in prices?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) Prices of a number of food articles and mill cloth have shown a rise over the three months ended May 13, 1967. On the other hand prices of kerosene, handloom cloth, soap, drugs and medicines, matches, and tyres and tubes, have remained stable during the period under review.

(b) and (c). The price situation is kept under continuous review.

(d) Measures taken to check the rise in prices of essential commodities include, among others, subsidy on foodgrains, their large scale distribution through public channels, liberalisation of imports to augment domestic supply as also to stimulate production, expansion of the network of consumer co-operatives, and opening of department stores in major cities. Government has also emphasised the need for fiscal and monetary restraints so as to check the pressure of demand.

Shri D. N. Patodia: I feel that the measures mentioned by the minister are short-term measures and possibly will not help to improve the situation very much. I feel that we are caught up in price wage spiral and whenever there is price rise, we try to cover up the increase in expenditure by imposing additional taxation. Therefore, to provide an effective remedy to the problem, will the Government be prepared to examine to what extent it is possible to reduce the expenditure by at least Rs. 150 crores for which I believe there is definite scope and use that reduction in expenditure to give relief in taxation, by which prices may be kept down?

Shri K. C. Pant: We are taking short-term as well as long-term measures. Among the long term measures that have been taken are measures to expand agricultural and industrial production, restraint on expenditure in public and private sectors, to which the hon. Member referred, checking the rate of growth of population through family planning..... (*Laughter*).

Shri Kanwar Lal Gupta: You can add starvation deaths also.

Shri K. C. Pant: I do not think there is anything amusing about it if one applies one's mind to it.

Mention may also be made of selective credit control over bank advances against foodgrains, edible oils, raw cotton, etc., regulation of forward trading and issue of licences and anti-hoarding orders.

Shri D. N. Patodia: In spite of all this, DA is being increased. Food price have gone up and there is provision for additional expenditure even in the budget. I believe all these things will have a positive effect on the prices. I want a reply to my original question whether specifically Government is prepared to consider a reduction of expenditure to the extent of at least 150 crores and given equivalent relief in taxation, by which prices may be kept down?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): It is very easy for the hon. Member to say, economise Rs. 150 crores in defence expenditure.

Shri D. N. Patodia: Not defence expenditure; I mean overall expenditure.

Shri Morarji Desai: If Rs. 150 crores are to be economised, one has to go into it thoroughly. We are going into it. We are not setting any limit of Rs. 150 crores or Rs. 200 crores. When we begin to economise and retrenchment has to be made, hon. Members come up against it. There is a calling attention notice today about defence, which is coming up. Then I will have to say what I have to say.

Shri Jyotirmoy Basu: In view of the fact that prices of consumer goods are rising mainly due to liberal grant of overdrafts by commercial banks, will Government consider nationalising the banks; if so, may I know how soon and if not the reasons therefor?

Shri Morarji Desai: The question of liberal overdrafts is a matter which requires examination. All these questions are being examined—how banking credit should be utilised, in what way the banking institutions should be managed, etc. All this is being done and I believe in the course of the next three or four months, I will be able to come to some specific conclusion.

Shri Jyotirmoy Basu: I asked whether Government propose to nationalise the banks and if not, the reasons therefor.

Shri Morarji Desai: I am not bound to give any reasons just now about it. Until I come to specific conclusions, I am not going to say either way.

श्री योगेन्द्र शर्मा : कितने दिनों से आप एग्जामिन कर रहे हैं ?

Shri Morarji Desai: We are examining it and it will go on for three or four months.

Shri D. C. Sharma: The short-term and long-term measures that the Minister of State gave in his reply are old, outmoded things.

An hon. Member: Just like you.

Shri D. C. Sharma: Do not talk like that. Sir, we have found that these have been repeated like a *mantram* all these years without yielding any results.

Shrimati Lakshmikanthamma: Sir, is this** to be tolerated?

Mr. Speaker: Shri Sharma is too old.

Shri D. C. Sharma: May I ask the hon. Minister whether a very simple thing which was suggested in this House and elsewhere for controlling the prices, that each commodity should have a price fixed and each shopkeeper should display on a blackboard the price list of various commodities, is going to be undertaken or not? If that is not going to be done, I think all these measures will lead to the spiralling of prices.

Shri P. Venkatasubbaiah: Sir, Shri D. C. Sharma is a respected and veteran Member of this House. I would like the word** used by the hon. Lady Member, to be expunged from the records.

Shrimati Lakshmikanthamma: I did not say he is a **.

Mr. Speaker: Whatever it is, it is to be avoided. It is not parliamentary. It is to be avoided particularly when it is said about an elderly Member.

Shrimati Lakshmikanthamma: Sir, I have greater respect for Shri D. C. Sharma than anybody else in this House. He knows it too well.

Shri D. C. Sharma: I never knew that the word** was said about me.

Shrimati Lakshmikanthamma: Sir, since you want the word to be expunged, I want to give an explanation.

Mr. Speaker: It is not necessary now.

Shrimati Lakshmikanthamma: To say that such and such a person is a ** is wrong, but the word ** is not wrong.

Mr. Speaker: You are perfectly right. You did not use it against Shri D. C. Sharma but about Shri Sharma's characterism. There is nothing wrong. But it stands expunged anyway. *(Interruption)*.

Shri K. C. Pant: Sir, the hon. Member took objection to my repeating old remedies, but he has himself repeated an old suggestion. It will be considered.

Shri D. C. Sharma: What is the objection to that suggestion? When we say something sensible to them they say it is an old suggestion.

Dr. Ranen Sen: Sir, when the hon. Minister was enumerating the steps taken by the Government to resist the increase in the prices of essential commodities we were reminded of the fact that for the last 3 or 4 years the

**Expunged as ordered by the Chair.

same measures are being put across this House to show that prices will be frozen due to the introduction of these measures. May I know whether it is a fact that the Government did not take sufficient courage or the Government was not serious enough to control the prices and to check the profiteers who went amuck in this country and that is the reason why the prices could not be checked and the prices could not be frozen and, if so, may I know why did the Government not take such steps to chock these profiteers?

Shri K. C. Pant: The Government is taking all possible steps, but one of the main factors of the rise in prices has been the sharp rise in the price of food and one of the main reasons for that has been the two droughts we had in the last two years. I do not think it is correct to say that our measures have had no effect. Because of the enlarged distribution of foodgrains through our channels at least the vulnerable sections have been kept satisfied to some extent.

Shri S. M. Banerjee: Since the Government has miserably failed to check the rise in prices of all essential commodities, including medicine, I would like to know whether steps, other than those which have already been taken and which have proved to be futile, are being taken by the Government and whether the Government is going to support the price resistance movement which has been launched throughout the country by persons who want to resist the price rise instead of giving police protection to the hoarders as is being done now.

Shri Morarji Desai: Price resistance movements, if they are legitimate and not lapsing into *gheraos* will certainly be supported.

श्री रामेश्वर ठाकुर : क्या मंत्री महोदय का ध्यान इस बात की ओर गया है कि चीजों के दाम, खास तौर से आवश्यक और बढ़ते जा रहे हैं क्योंकि जिनको उस को रोकना है उन के पास खर्च करने को इतना धन है कि उन्हें इसकी चिन्ता ही नहीं है ? यदि ऐसा है तो क्या सरकार कोई इस प्रकार का उपबन्ध बनाने जा रही है कि डेढ़ या दो हजार रुपये मासिक से ज्यादा कोई बड़े से बड़ा आदमी भी न खर्च करने पाये ?

Shri Morarji Desai: This is not a possible proposition.

श्री हेम राज : जिस समय सरकार का बजट पेश होता है उससे पहले ही वस्तुओं के दाम बढ़ जाते हैं । क्या सरकार कोई ऐसा तरीका निकालेगी जिससे दाम चढ़ने न पायें ?

Shri K. C. Pant: It is quite true that before the budget comes, in certain commodities there is a tendency for prices to rise but the Government does take all possible measures to see that the price rise does not exceed the rate of taxes. Even now Government is making attempts by calling and having talks with producers etc. to see that the price rise is not inordinate in relation to the excise duties.

Shri R. Barua: In view of the critical situation may I know whether Government is thinking of freezing the profits and dearness allowance so that the price rise may be checked in a more effective way?

Shri K. C. Pant: Well, this is a broad question under the consideration of the Government. At the moment nothing specific can be said about it.

Shri Swell: The Minister of State just now stated that the main cause contributing to the rise in prices is the severe drought during the last few years resulting in severe shortage of food production. Now, to my mind, it should be the other way about because the bulk of the people's money has gone to the purchase of foodgrains and they do not have enough money to

there is no demand in the market. I think the overall shortage of production in the country is the main cause for the rise in prices. I would like to know from the Government whether they are aware of this fact that the uncertain political climate in the country and the acute labour problems that are now taking the shape of *gheraos* and other forms of violence have been mainly responsible for the shortage in production. If so, what steps do the Government propose to take to put an end to this kind of things so that people may use their energy for production?

Shri Morarji Desai: Government will carefully consider what steps are to be taken and how effectively they can be taken under the Constitution.

Shri Hem Barua: I remember our hon. Finance Minister saying that on no account the prices of commodities will be allowed to rise.

Shri Morarji Desai: On account of excise duties.

Shri Hem Barua: Yes. That is what the hon. Minister said, but unfortunately the price rise is staring us in the face and the rise is not only abnormal but is shooting up to giddy heights. In the face of that why is it that our Government have not taken certain very strong measures like having an Ordinance against those people, the profiteers and hoarders, who are responsible for the rising of prices? I can cite particular instances. The Raman Gas Service of Moti Bagh have raised the price of domestic gas and when they were asked about it they said that Burmah-Shell, whose agents they are, have asked them to raise the price. Is he going to have an Ordinance to check this price rise?

Shri Morarji Desai: I cannot have an Ordinance when Parliament is sitting. That is not possible, therefore, there would have to be a law and the law would not be passed within less than six months. I have no doubt about that. Then, I have not said that all prices will not be allowed to be increased. Only for three categories I said that, that is, about rayon, nylon and aluminium. These are the things about which I said that they will have to absorb the excise duties in their profits. That is what I have said; I have not said about other things. Yet, I am trying to see that these prices are not increased and that if they are increased, they are lowered. I shall be prepared to take whatever step is at one's disposal and that one can take. If it is necessary to have a law, we shall certainly bring a law before the House.

Shri K. N. Pandey: Taking into consideration that in spite of the precautionary measures taken the tendency of the prices is towards rising, does the Ministry think of fixing prices for different commodities beyond which they will not be allowed to rise?

Shri Morarji Desai: It may be easy to fix prices but it is not easy to get things sold at those prices because it concerns many many shopkeepers. It will require some other kind of method to look into that.

Shri Ambashagan: Will the hon. Minister tell us as to why when the Government has proclaimed that the price level of essential commodities will be kept at a level so that the people do not suffer, the Central Government does not come forward to support the State Governments when they are thinking of bringing down the prices of essential commodities like rice and when they have brought up a policy to give rice at a lesser price, at about 60 or 62 paise a kilo? Why does the Government not come forward to help such State Governments in order to stabilise the prices for the facility of the poor class people?

Shri Morarji Desai: The Governments which want to bring down the prices themselves by giving subsidies should do it from their own resources. They cannot put that cost again on the Government of India because if the Government of India takes up that cost then the Government of India will have to give these subsidies throughout the country and I do not know whether it will be less than Rs. 1,000 crores.

Shri Sradhakar Supakar: The hon. Minister talked about the vulnerable section of the population. There is rationing in cities and other places. The people who are residing outside the cities and who are more vulnerable than the people living in cities suffer on account of their having to pay higher prices for essential foodgrains. May I know what is the remedy that the Government is thinking of in this respect?

Shri K. C. Pant: Apart from the ration shops, there are also fair price shops in many of the rural areas and the prices at which Government issues grains to State Governments for sale through these fair price shops and ration shops are substantially lower than the open market prices. For example, in the case of imported wheat, the basic issue price is Rs. 55 per quintal as compared to the open market retail price of indigenous wheat ranging from Rs. 100 to Rs. 165 per quintal in 131 centres from which data are available. There are similar divergencies in the case of other foodgrains.

श्री कंवर लाल गुप्त : मंत्री महोदय ने कहा है कि बार्ड टर्म और लांग टर्म मैजर्ज वह ले रहे हैं ताकि कीमतें चढ़ने से रुकें। उन्होंने यह भी कहा है कि तीन चार महीने के बाद वह और जांच करेंगे कि क्या स्टेप लिये जाने चाहियें। मैं जानना चाहता हूं कि क्या आप यह गारंटी दे सकते हैं कि कम से कम एसेंशल कमोडिटीज की छः महीने के बाद कीमतें नहीं बढ़ेंगी ? मैं यह भी जानना चाहता हूं कि पब्लिक सेक्टर में जो चीजें पैदा होती हैं खास तौर से एसेंशल कमोडिटीज और स्टेट ट्रेडिंग कारपोरेशन जिन चीजों को मंगवाता है, उनमें आप नफा नहीं लेंगे ? क्या इस बात की भी आप गारंटी दे सकते हैं ?

Shri Morarji Desai: It is a suggestion for action.

श्री कंवर लाल गुप्त : गारंटी दे सकते हैं

Mr. Speaker: There is no question of giving a guarantee now in the Question Hour. During the Question Hour, the practice is that no guarantee is given.

श्री कंवर लाल गुप्त : गारंटी न सही, क्या आप विश्वास दिला सकते हैं ?

Mr. Speaker: Anyway, he means that no guarantee can be given.

श्री सिद्धेश्वर प्रसाद : क्या आपने इस बात पर भी विचार किया है कि जो प्रशासनिक ढांचा है वह भी काफ़ी हद तक मूल्यों की वृद्धि करने में सहायक होता है ? जिन चीजों के दाम नियत किये भी जाते हैं वे चीजें निश्चित मूल्य पर मिलती नहीं हैं, लेकिन काले बाजार में चाहे जितना मात्रा में और अधिक मूल्य देकर आप उनको खरीद सकते हैं। इस प्रश्न को प्रशासनिक दृष्टि से दुरुस्त करने के लिये सरकार ने क्या कदम उठाये हैं, क्या विचार किया है ?

श्री कृष्ण चन्द्र पन्त : जून 1966 में एक सिविल सप्लाइज आर्गनाइजेशन सेट अप की गई—मिनिस्ट्री आफ कामर्स में—जिसका काम यही है कि वह मूल्यों को देखती रहे, खास कर एसेंशल कमोडिटीज के मूल्यों को और स्टेट्स के साथ उसका कोर्डिनेशन रहे। जहां कहीं जरूरत हो स्थिति को ठीक करने के लिये वह कदम उठाये। कंज्यूमर इंडस्ट्रीज को

भी वह सुविधा दे अपना प्रोडक्शन बढ़ाने में। जहां कहीं सरकार ने कोआपरेटिव स्टोर्ज इत्यादि स्थापित किये हैं उन को कम मूल्यों में उद्योगों की वस्तुएं मिल सकें, इसके लिये भी वह कार्य करती हैं।

Shri Piloo Mody: As far as I know, there are three known methods of bringing down prices. One is to improve production, the other is to improve distribution and the third is to reduce indirect taxes on items of common consumption. To this, of course, the Minister has just added another one, that is, to reduce the manufacture of babies. I think, it can be reasonably assumed that the Finance Minister is in the knowledge of these three methods. I would like to know from the Finance Minister why it is so difficult for him to convince his colleagues also on the same subject? And what measures have been taken to improve production? What has been done to get rid of the wretched zonal system which is impeding distribution and what measures he is taking to reduce indirect taxes? Finally, at what point of time can we expect relief in this regard?

Shri Morarji Desai: My hon. friend does not know that babies are not manufactured; they are born.

Shri Hem Barua: They are manufactured also.

Shri Morarji Desai: He is also forgetting that his philosophy of removing the zonal system is not accepted by the other friends in the opposition.

Shri Ranga: Your AICC accepted it.

Shri Morarji Desai: But it is not accepted by several other people. We have, therefore, to find a way if we can accept this. If all of us can come to an agreement in some matters, we can be more effective, but that does not happen; if any action is taken, that action is nullified by the opposition people whoever they are—I am not saying only from the opposition benches; whether they are from here or there, they are similar in this matter.

Then the question of increasing production is being considered and is being implemented also. Agricultural production is the chief thing, the pivot, on which everything rests. There, we have said that a new agricultural strategy has also been placed before the House. I am quite sure, if there is no drought, the next monsoon will solve a lot of our difficulties. But if that does not happen, God forbid, if the monsoon is not helpful, then we will have to take to many hard and ruthless measures and I hope my hon. friend will be one of the persons who will support those measures.

Shri Piloo Mody: We will co-operate with you.

An hon. Member: He will have to eat less. Close down the Bhim Club.

Shri M. Y. Saleem: Is it not a fact that most of the professional hoarders are enjoying the patronage of certain political parties and are receiving encouragement from them to cause rise in the prices of essential commodities to defame the Government at the Centre and if so, what steps do Government propose to take against such political parties?

Shri Morarji Desai: No action can be taken against parties in a democracy.

श्री आर्य भरतसिंह: चीनी के जो दाम बढ़ते हैं इस में मनाफाखोरी के साथ साथ सरकार की जो टैक्स नीति है वह भी जिम्मेदार है। केरोसीन एक जीवन के लिए आवश्यक वस्तु है। यह 15 या 17 पैसे लिटर में तैयार होता है जब कि इसको 50–55 पैसे लिटर के हिसाब से बेचा जाता है। चीनी, कपड़ा आदि तमाम पर सरकार ने बहुत ही अधिक टैक्स लगा रखा है।

हैं सब जीवन के लिए आवश्यक वस्तुयें हैं। इसकी वजह से इन के दाम बढ़ते जा रहे हैं। मैं जानना चाहता हूं कि क्या सरकार ऐसी कोई योजना अपनाने के लिए तैयार होगी कि किसी भी जीवन के लिए आवश्यक वस्तु का दाम उसके लागत खर्च से डेढ़ गुना से ज्यादा न हो।

श्री मोरारजी देसाई: यह इकोनोमिक फिलोसोफी मेरी समझ में नहीं आती है। माननीय सदस्य जो कहते हैं उसका क्या नतीजा होगा, वह भी उनको समझना चाहिये। गवर्नमेंट की ओर से सब टैक्सिज घटा दिये जायें और उसकी वजह से अगर रेवेन्यु कम हो जाए तो मुझे इस में कोई एतराज नहीं है। परन्तु इस सब का नतीजा क्या निकलेगा? नतीजा यही निकलेगा कि एम्प्लायमैंट काफी कम हो जाएगा, अन-एम्प्लायमेंट बढ़ता जाएगा और ज्यादा चिल्लाने के लिए माननीय सदस्य को मौका मिल जाएगा।

श्री आर्य भरवेन्द्रीय: इसका खुलासा हो जाना चाहिये, अध्यक्ष महोदय। मैंने जीवन के लिए जो आवश्यक वस्तुयें हैं उनकी बात कही है। मोटर गाड़ियों, रेफ्रिजिरेटरों वगैरह की बात नहीं कहीं है।

Shri Samar Guha: May I know from the hon. Finance Minister whether he tried to impress upon the hon. Railway Minister that increasing the charges for carrying essential goods by train also increases the prices of essential commodities?

12.00 hrs.

Shri Morarji Desai: The railway budget is being discussed. But I am very much in sympathy with my colleague, and I understand his difficulties even more than he understands them.

Shri S. K. Patil: (Spoke in Kannada).

Mr. Speaker: The hon. Member's question will have to be translated into English first and then the answer will have to be given and then it will have to be translated and so on. There is no time for that now, and so, I am not allowing the hon. Member now.

Shri Samar Guha: On a point of order. Rule 37 (1) of the Rules of Procedure and Conduct of Business in Lok Sabha says:

"Not more than three questions distinguished by asterisks by the same member shall be placed on the list of questions for oral answer on any one day...."

Mr. Speaker: That can be discussed later.

Shri Samar Guha: May I know whether this rule has been relaxed, because I find that for the last few days, more than three oral questions are being admitted in the name of the same person?

Mr. Speaker: That is wrong. The rule has not been relaxed.

Shri A. B. Vajpayee: That rule does not apply to questions which are clubbed together.

Mr. Speaker: Anyway, we are not covering more than three or four questions a day, and that would not make any difference at all.

Shri H. N. Mukerjee: How is it that every day it is being done? If you are going to relax the rules, that would not be quite good.

Mr. Speaker: When clubbing of names is done that is a different matter. But the point that is urged is that there are four or five questions admitted in the name of the same Member and not that there are more names on the same question. That would be looked into.

Shrimati Sucheta Kripalani: In reply to Shri K. N. Pandey's question, the

hon. Finance Minister had said that it was easy to fix prices but it was very difficult for Government to see that things were sold at the prices fixed. That would amount to a confession on the part of the Government that they are unable to control the prices. The hon. Minister said that there were other methods. I would like to know what other methods he has under contemplation, which may be very effective in pegging down the prices.

Shri Morarji Desai: I said that other methods had to be found.

SHORT NOTICE QUESTION

Use of Staff Cars for Presidential Election purposes

S.N.Q. 5. Shri Surendranath Dwivedy: Will the Minister of Parliamentary Affairs be pleased to state:

(a) whether any transport of the Department of Parliamentary Affairs was sent to the Railway stations and to the Airports to bring Congress Party Members for voting in the Presidential elections that took place on the 6th May, 1967;

(b) whether the log books of the Department record the time and hour of the transport and whether the Minister will lay on the Table copies of the entries in the log book; and

(c) whether any officer or member of the staff of the Department of Parliamentary Affairs was deputed to attend some Congress M.Ps. at the stations on that day?

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): (a) to (c). The staff car of the Department of Parliamentary Affairs was not utilized to transport any Member of Parliament for voting in the Presidential elections that took place on 6th May, 1967. An officer of the Department was, however, asked to see that necessary arrangements were made for the hospitalisation of Shri C. D. Gautam who was ailing from multiple fractures. That Officer travelled by the staff car from Parliament House to Willingdon Hospital and thereafter to the Railway Station to see that the Member was given medical attendance at the Railway Station. A copy of the entry in the log book relating to the travel of the officer from Parliament House to the Willingdon Hospital and the Railay Station and back is placed on the Table of the House. [*Placed in Library. See* No. LT-495/67].

Shri Surendranath Dwivedy: May I know whether it is not a fact that another member of the staff, Mr. Bakshi, was also sent to the railway station to receive Congress MPs coming for voting?

Dr. Ram Subhag Singh: It is not a fact.

Shri Surendranath Dwivedy: May I know whether any staff car was sent to the Palam airport to bring some Members of the Congress Party for voting on the 6th May?

Dr. Ram Subhag Singh: That is a white lie. That is not a fact.

Shri Surendranath Dwivedy: What is a black lie?

Shri Tenneti Viswanatham: It is unparliamentary.

Shri Surendranath Dwivedy: Lie is not parliamentary. He should withdraw it.

Mr. Speaker: It will be corrected as "it is not true".

Shri Surendranath Dwivedy: He must withdraw it, or it should be expunged.

Dr. Ram Subhag Singh: I am prepared to withdraw it if it is unparliamentary, but he should be prepared not to state things which have no relationship with any truth.

श्री मधु लिमये : किन्तु परन्तु का सवाल नहीं है । क्या मंत्री महोदय इसको वापस लेते हैं ?

Mr. Speaker: It may not be true, but to say it is not true is equally emphatic, instead of saying it is a white lie.

Dr. Ram Subhag Singh: I am guided by you.

Mr. Speaker: I am glad you are guided by me.

Shri Surendranath Dwivedy: Has he withdrawn it.

Mr. Speaker: Yes.

श्री मधु लिमये : मैं यह जानना चाहता हूं कि राष्ट्रपति के चुनाव के दौरान में केन्द्र सरकार ने अपने दूतों को अपने नुमायंदों को मतदाताओं पर प्रभाव डालने के लिए या उस से अनुचित ढंग से वोट दिलवाने के लिए सरकारी खर्चे से कितनी जगहों पर भेजा था। क्या मंत्री महोदय इस का ब्यौरा सदन के सामने रखेंगे ।

डा० रामसुभग सिंह : श्रीमन् माननीय सदस्य श्री मधु लिमये का मैं बड़ा आदर करता हूं ।

श्री मधु लिमये : मंत्री महोदय प्रश्न का उत्तर दें ।

डा० राम सुभग सिंह : वह बहुत गूढ़ गूढ़ विषयों का अच्छा अध्ययन करते हैं । पर उन के अध्ययनमें एक बहुत बड़ी कमी है । उन को मालूम होना चाहिए कि कांग्रेस संसदीय दल के मुख्य सचेतक का एक पद है और संसदीय-कार्य मंत्री का दूसरा पद है । मुख्य सचेतक की अपनी कुछ हैसियत होती है । इन दोनों पदोंमें जो फ़र्क है उस का अनुधावन कर के ही माननीय सदस्य को बोलना चाहिए । मैं बिल्कुल स्पष्ट रूप से कहना चाहता हूं कि सरकार का एक पैसा भी राष्ट्रपति के चुनाव में हमारी ओर से खर्च नहीं किया गया और न ही सरकारी खर्चे पर एक भी आदमी कहीं भेजा गया ।

श्री राम सेवक यादव: एक पैसा नहीं उस से कहीं ज्यादा खर्च हुआ होगा ।

डा० राम सुभग सिंह : श्री यादव के मिनिस्टर लोग जैसे करते हैं वैसे हम नहीं करते हैं ।

जो भी टेलीफोन का खर्च होगा वह मेरा व्यक्तिगत होगा ।

श्री मधु लिमये : अध्यक्ष महोदय, मेरे प्रश्न का जवाब नहीं दिया गया है । मैंने डा० राम सुभाग सिंह के बारे में व्यक्तिगत रूप से नहीं पूछा है । मैंने कुल सरकार के बारे में पूछा है ।

डा० राम सुभग सिंह : मैं सरकार के बारे में ही कह रहा हूं ।

श्री अलगू राय शास्त्री : मंत्री महोदय ने कहा है कि वह मुख्य सचेतक भी हैं और मिनिस्टर आफ़ पार्लियामटरी एफ़ेयर्ज भी हैं । एक मंत्री के नाते उन को जो स्थान मिलता है जो प्रतिष्ठा और ताकत मिलती है, यदि वह उस का उपयोग चुनाव में प्रभाव डालने के लिए करते हैं तो क्या यह उन की आफ़िशल ताकत का दुरुपयोग नहीं है ? वह केवल मुख्य सचेतक रहें मिनिस्टर न रहें या वह मिनिस्टर रहें और मुख्य सचेतक न रहें । जब प्रधान मंत्री कुछ करती हैं तो वह व्यक्तिगत नहीं है । इस नाते उन्होंने जो कुछ किया है क्या वह सरकारी शक्ति का दुरुपयोग नहीं है ।

डा० राम सुभग सिंह : श्री शास्त्री को यह जानना चाहिए कि यह मंत्री का पद इस

लिए मिला कि कांग्रेस में अपनी एक हैसियत और प्रतिष्ठा है। मैं समझता हूं कि मंत्री के नाते मुझे कोई प्रतिष्ठा नहीं मिली है और न ही इस के उपयोग का प्रश्न उत्पन्न होगा।

Shri S. M. Banerjee: The hon. Member has stated that the car was not used, only one officer was sent. I would like to know whether it is a fact that some of the Congress Members who wanted to come by plane wrote a letter to the Minister of Parliamentary Affairs in his capacity of Mukhya Sachetak that conveyance should be provided to them? I want to know how many white elephants were brought for voting.

Dr. Ram Subhag Singh: I am prepared to reply to that. Nobody wrote to me that he should be provided plane facilities, nor was there anybody acting as an elephant in the way Mr. Banerjee acts.

Shri Hem Barua: The hon. Minister has admitted that conveyance was provided to an hon. Member of the Congress Party to come and participate in the Presidential elections because he was ailing. May I know whether the gentleman concerned asked for this conveyance from the Minister concerned, or it was provided on his own account, and if he was a member of any opposition party, would he have been provided with the same kind of facilities?

Dr. Ram Subhag Singh: Mr. Hem Barua was once ill in hospital, and I do not know whether he remembers it or not, but one of my colleagues not only went to see him as Minister but also sent him books he required. I myself paid visits to persons about whom I came to know that they were ill in hospital.

Shri Hem Barua: I am grateful. The Prime Minister sent me some books to read.

Dr. Ram Subhag Singh: Therefore, the hon. Member must know that nobody wanted or wants anything from anybody. I consider—I am prepared to be guided by only opposition members if you don't think it worthwhile—that if any Member of Parliament is ill, he should be looked up.

Shri Tenneti Viswanatham: The hon. Minister has said that he sent his staff car for the Presidential election. We were not even given travelling allowance. We came on our own.

Shri M. R. Krishna: All of us.

Shri Tenneti Viswanatham: I said we; it includes you. Was it not possible for the hon. Minister to find a private car for the other gentleman. The second point is that the charge is not that he misused, but that he used the staff car.

Dr. Ram Subhag Singh: Actually I must state it categorically that even that ailing member, who had got so many fractures on his body, was not transported by this staff car. He had managed his own transport, and I am not going to be as dishonest as the member....

An hon. Member: .... suggests. (*Interruptions*).

Mr. Speaker: He means, as the member suggests. His point was that he is not as dishonest as the member suggested.

Shri Hem Barua: He did not say that. He said "as the member" and stopped there. He should have concluded the sentence.

Shri Tenneti Viswanatham: I did not hear what he said.

Mr. Speaker: He says that he is not as dishonest as the member suggests.

Shri Tenneti Viswanatham: I have not suggested any dishonesty.

Mr. Speaker: Then it is all right.

Shri Tennati Viswanatham: I have only suggested that he used the car, not that he misused the car.

Shri Kandappan: In view of the confusion created in the minds of the members as well as the people outside due to the dual role of the hon. Minister, as Minister and as Chief Whip of congress group in Parliament and also in view of the fact that any number of white caps are available in their own party, I would like to know whether the Government is prepared to appoint different dignitaries for these different posts.

Dr. Ram Subhag Singh: They have these dignitaries in their parties, even in the DMK.

Shri Kandappan: This is no answer. This is a vital question. Is the Government prepared to consider—

Mr. Speaker: Order, order. I am sorry. I am proceeding to the next item.

Shri Ranga: Mr. Speaker, will the hon. Minister concerned collect the information and afterwards supply it, namely, as to how many parliamentary committees were convened two or three days before that fateful 6th, or three or four days after that, so that Members would find it conveninent to go over here and draw their allowances also, and at the same time, attend their party meetings and get themselves briefed?

Dr. Ram Subhag Singh: As you know, there are three financial committees and some other committees, and one of the Chairman of the three financial committees, a former leader of the Swatantra party, who has succeeded my most esteemed colleague, Prof. Ranga, had perhaps called a meeting of the PAC, but I do not know the details. I will find out the exact position and lay it on the Table of the House.

Shri Ranga: The hon. Minister has got into the wrong habit of saying wrong things and in the most objectionable manner. I wanted him to collect information. Am I to understand that it was only the PAC which was convened here or were there any other committee also? I would like to have information in regard to that. (*Interruption*). Even on an earlier occasion, he had the temerity and the indecency to make those stupid suggestions and objectionable suggestions in regard to the question put by Shri Viswanatham. If you had not come to his rescue because of his bad English, he would, have been in the soup.

Mr. Speaker: The Public Accounts Committee did not meet then, because I nominated the Chairman after I was elected Speaker. I think the PAC met sometimes later. (*Interruption*).

Shri Ranga: I wanted him to take the trouble of enquiring and collecting the information and give it here.

Dr. Ram Subhag: I have already said I would give the information. (*Interruption*).

Shri Ranga: He behaves in such an unruly manner....

Mr. Speaker: He may give the information. I was only giving the information regarding Committees of the House.

Shri Ranga: He is behaving in an irresponsible manner. He seems to be the conscience-keeper of the whole Congress.

Mr. Speaker: Order, order. Will you kindly sit down?

Dr. Ram Subhag Singh: I am not going to be cowed down like that.

Shri Ranga: We would not allow this kind of behaviour.

Mr. Speaker: I was giving information regarding Committees of the House. Will you kindly sit down?

Shri Ranga: Why does he behave in this manner?

WRITTEN ANSWERS TO QUESTIONS

Fourth Plan for Delhi

*214. Shri R. S. Vidyarthi: Will the Minister of Planning be pleased to state:

(a) whether allocation for the Fourth Plan for the Union Territory of Delhi has been drastically cut by the Planning Commission;

(b) whether the Metropolitan Council have approached the Central Government for higher allocations for Delhi to increase employment potential and to solve housing problem in Delhi; and

(c) if so, the action taken by Government in the matter?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) The Fourth Plan outlay of Delhi as agreed to in the meeting between Planning Commission and Lt. Governor in December, 1966 is Rs. 155.64 crores against Rs. 200 crores proposed by the Delhi Administration.

(b) No, Sir.

(c) Does not arise.

Major Irrigation and Power Schemes

*215. Shri Madhu Limaye:
Shri S. M. Banerjee:
Dr. Ram Manohar Lohia:
Shri George Fernandes:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government have reviewed their policy in regard to the launching of major irrigation and power schemes in view of their long gestation period;

(b) whether Government have thought of new ways of achieving coordination between rising levels of the dams, commissioning of the turbo generators and digging of the irrigation channels; and

(c) if so, the details of this coordinating scheme?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes, Sir.

(b) and (c). In ensuring unfailing supply of water to lands, river, resources have to be developed and for this major irrigation projects (projects costing over Rs. 5 crores each) are essential. Thus out of 500 irrigation projects taken up so far, major projects, though one-seventh in number, provide more than three-fourth of the irrigation benefits.

To reduce the period of gestation specially of major irrigation projects costing over Rs. 20 crores each some of the steps taken are:,

(i) The project is so phased that benefit will begin to accure even with partial construction;

(ii) Canals are so constructed that first reaches are completed in all respects before the next reaches are taken up; this will enable supply of water to areas in the first reaches even before the entire canal is constructed.

(iii) Adequate measures are being taken to construct the field channels and even at Government cost to be recovered later from the beneficiaries.

(iv) Ayacut development programmes are initiated soon after the commencement of construction in major projects so that lands are made ready to receive the irrigation supplies, thereby ensuring rapid and optimum agricultural production.

Similarly, major Thermal Power Projects costing each more than Rs. 20 crores are taking generally five to six years. Measures being taken to reduce this period include.

(i) development of indigenous design talent;

(ii) indigenous manufacture of equipment; and

(iii) development of erection techniques.

A periodical review of the progress of all major irrigation and power projects is being carried out from time to time, by committee of officers to remove bottlenecks and ensure coordination.

Credit Facilities to Delhi Municipal Corporation

*216. **Shri Swell:**
Shri R. K. Birla:
Dr. Karni Singh:
Shri Kikar Singh:
Shri Kolai Birua:

Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether it is a fact that the Central Directorate of Supplies and Disposals has suspended the credit facilities to the Delhi Municipal Corporation recently; and

(b) if so, the reasons therefor?

The Minister of Works, Housing and Supply (Shri Jaganath Rao): (a) and (b). Certain non-Government bodies had been allowed "Post-deposit" facilities under which they are required to re-imburse the cost of stores purchased on their behalf by the Directorate General of Supplies and Disposals within a period of seven days after payments are made by the Chief Pay and Accounts Officer to the suppliers. This facility was withdrawn from the Delhi Municipal Corporation in November|December, 1966 as a large amount was outstanding against them which they failed to deposit in spite of reminders.

Aid for Fourth Plan Projects

*217. **Shri S. R. Damani:**
Shri Ram Kishan Gupta:
Shri S. M. Banerjee:
Shri Madhu Limaye:
Shri S. C. Samanta:
Shri A. K. Kisku:
Shri S. N. Maiti:
Shri Tridib Kumar Chaudhuri:
Shri Yashpal Singh:
Shri Vishwa Nath Pandey:
Shri Eswara Reddy:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that Loan Agreements have been signed with foreign Governments and other agencies for projects included in the Fourth Five Year Plan;

(b) if so, the countries with which the agreements have been entered into; and

(c) the projects which are included under the loan Agreements?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Loan agreements have been signed with foreign Governments and other agencies for some of the projects included in the Draft Outline of the Fourth Five Year Plan.

(b) and (c). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-487|67].

Fertilizer Plants

*218. **Shri N. Sreekantan Nair:**
Shri P. P. Esthose:
Shri Viswanatha Menon:
Shri K. M. Abraham:
Shri P. Gopalan:
Shri Sradhakar Supakar:
Shri N. R. Laskar:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether it is a fact that the Fertilizer Industry in India utilises only 55 per cent. of its installed capacity;

(b) whether it is also a fact that the cost of production at present is Rs. 6,000/- per ton as against the normal Rs. 2,500/- per ton; and

(c) if so, the steps initiated to enforce full production and to reduce the cost of production?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) During 1966-67, the production of nitrogenous fertilizers was 52.6 per cent of the installed capacity.

(b) No, Sir.

(c) Steps have been taken to improve production by installing additional balancing equipments in some of the existing factories. Efforts are also being made to rectify the teething troubles in the new factories that have lately gone into production.

Supply of Gas to Gujarat

*219. **Shri Virendrakumar Shah:** Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that he had negotiations with the Gujarat Chief Minister regarding the long pending Gujarat gas price dispute; and

(b) if so, the results thereof?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) Some discussions on the subject were held with the Chief Minister of Gujarat.

(b) It was decided to proceed with the arbitration.

Decline in Foreign Balances

*221. **Shri Sharda Nand:**
Shri J. B. Singh:
Shri Bharat Singh Chauhan:
Shri S. R. Damani:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:
Shri Ranjit Singh:

Will the Minister of Finance be pleased to state:

(a) whether there has been a sharp decline in foreign balances held by Government recently,

(b) if so, the extent thereof; and

(c) the steps taken by Government to push up the balances?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) and (c). Does not arise.

Financial Assistance Sought by States

Shri K. P. Singh Deo:
*222. **Shri P. K. Deo:**
Shri Dhidendranath:

Will the Minister of Finance be pleased to state:

(a) the financial assistance sought by the States from the Centre since the last General Elections; and

(b) the amount of assistance sanctioned so far?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) and (b). The information is being collected from the various Central Ministries and a statement indicating the position as at the end of May, 1967 will be laid on the Table of the House.

Annual Plans of States

*223. **Shri A. B. Vajpayee:**
Shri Sharda Nand:
Shri Brij Bhushan Lal:
Shri N. S. Sharma:
Shri Shri Gopal Sahoo:

Will the Minister of Planning be pleased to state:

(a) whether the Planning Commission's Programme Advisers visited various States in connection with the year's annual plans of those States;

(b) if so, the results of the talks held with the State Governments; and

(c) how far these States have agreed to share the allocations for their annual Plans?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) The Pro-

grammes Advisers of the Planning Commission are at present visiting different State Capitals to finalise Annual Plan of different States for the current year.

(b) and (c). The discussions started on the 26th May and would continue upto third week of June, 1967.

घाटे की अर्थ-व्यवस्था

*224. श्री सिद्धेश्वर प्रसाद :
श्री चिन्तामणि पाणिग्रही :
श्री राम किशन गुप्त :
श्री राणे :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में पिछले महीने हुये मुख्य मंत्रियों के सम्मेलन में केन्द्रीय सरकार तथा राज्य सरकारें इस बात पर सिद्धांत रूप में सहमत हो गई हैं कि भविष्य में घाटे के बजट पेश न किये जायें।

(ख) यदि हां, तो यह निर्णय किन बातों को ध्यान में रख कर किया गया है; और

(ग) इसको व्यावहारिक रूप देने के लिये राज्य तथा केन्द्रीय सरकारों द्वारा क्या कार्यवाही की जा रही है ?

वित्त मंत्रालय में राज्य मंत्री (श्री सुब्रत चन्द्र बनर्जी) : (क) से (ग). राज्यों के मुख्य मंत्रियों और वित्त मंत्रियों के सम्मेलन में आम तौर पर सभी इस बात से सहमत थे कि कीमतों की मौजूदा स्थिति को देखते हुए घाटे के बजटों का सहारा न लिया जाय। केन्द्र पहले ही संतुलित बजट पेश कर चुका है और आशा है कि राज्य भी ऐसा ही करेंगे।

Health Schemes for Famine-stricken People in Bihar

*225. Dr. Karni Singh:
Shrimati Nirlep Kaur:
Shri Bibhuti Mishra:
Shri K. N. Tiwary:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government have formulated any schemes and advised the Bihar Government to take adequate steps for the restoration of the normal health of the citizens of the State who underwent long sufferings on account of mal-nutrition since the famine set in; and

(b) if so, the details thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes, Sir.

(b) The State Governments have been advised and assisted as follows:

(1) Multi-vitamin tablets, drugs and dietary supplements, baby foods and other nutrients are being supplied to and distributed by the State Government to the vulnerable group of population;

(2) Special feeding programmes are being run with the help of the Indian Red Cross Society, CARE and UNICEF;

(3) 86.29 million doses of small pox vaccine (freeze dried) have been supplied to the State Government;

(4) Materials for production of 285 lakhs doses of cholera vaccine and 100 lakhs doses of T.A.B. vaccine have been received from UNICEF and the production of vaccines is being undertaken;

(5) 408 bottles of 1 litre each of Aminoflex (protein hydrolystate) have been supplied to the State Government for treatment of acute cases of mal-nutrition; and

(6)For improving the arrangements for drinking water supply drilling rigs, hand-water pumps, water testing kits and chlorinating units have been obtained from UNICEF and supplied to the State Government. More such equipment is being obtained.

Advances by Banks against Foodgrains

*227. **Shri Yogendra Sharma:** Will the Minister of Finance be pleased to state:

(a) the amount of credit provided by the banks as advanced against foodgrains during the year 1966-67;

(b) whether the regulatory functions of the Reserve Bank of India were fully utilised to prevent speculative activities in foodgrains trade;

(c) whether any bank has been penalised for violating the Reserve Bank's instructions in this respect; and

(d) the number of banks so penalised?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) A statement showing the amounts outstanding at the end of each month in the year 1966-67 in respect of advances granted by scheduled commercial banks against the security of foodgrains is laid on the Table of the House. [*Placed in Library. See* No. LT-488/67].

(b) The Reserve Bank has prescribed necessary margin and ceiling restrictions on bank advances against the security of foodgrains with a view to preventing the use of bank finance in speculative trading in foodgrains.

(c) No, Sir.

(d) None.

Public Expenditure in States

*228. **Shri Chintamani Panigrahi:** Will the Minister of Finance be pleased to state:

(a) whether the State Chief Ministers had agreed to reduce public expenditure in their respective States;

(b) the percentage of public expenditure which they have agreed to reduce in respect of each State; and

(c) the extent to which this will help in relieving the Central burden towards States' public expenditure?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) to (c). It was generally agreed at the recent Conference of the State Chief Ministers and Finance Ministers that there should be no recourse to deficit budgets and overdrafts. This meant that public expenditure should be restricted to the resources in sight and not necessarily that there should be reduction in expenditure if resources could be found for meeting it.

Devaluation of Rupee

*229. **Shri R. K. Birla:**
Shri Ram Kishan Gupta:
Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri S. C. Samanta:
Shri A. K. Kisku:
Dr. Karni Singh:
Shrimati Niriep Kaur:
Shri S. N. Maiti:
Shri Tridib Kumar Chaudhuri:
Shri D. N. Patodia:
Shri Abdul Ghani Dar:
Shri C. C. Desai:
Shri R. Barua:
Shri Vishwa Nath Pandey:

Will the Minister of Finance be pleased to state:

(a) whether recently or in the near past Government have made any assessment of the effects of the devaluation of the rupee on the Indian economy;

(b) if so, the details thereof;

(c) whether Government contemplate to take any measures to strengthen the Rupee; and

(d) if so, the nature thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). No assessment as such has been made of the effects of the devaluation of the rupee on the Indian economy. Economic situation in the country is, however, kept constantly under review. The Economic Survey 1966-67, which has already been laid on the Table of the House, contains the latest review of the economy. A number of forces operate simultaneously in the economy and it is difficult to isolate the effects of devaluation alone. Export performance depends on the availability of surplus for exports which was adversely affected by the drought. World conditions of demand have also not been favourable on the whole and foreign prices of some of our exports have fallen. Debt service payments have also been rising. The internal price situation was affected, among other things, by adverse agricultural season.

(c) and (d). In order to strengthen the Rupee, the economy has to be strengthened and the productivity of the economy augmented. It is Government's constant endeavour to attain these objectives through all available and feasible instruments of policy.

आयकर अधिकारियों द्वारा आयकर का निर्धारण

330 श्री रवि राय :
श्री अर्जुन सिंह भदौरिया :
श्री मधु लिमये :
श्री एस० एम० बनर्जी :
डा० राम मनोहर लोहिया :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को कभी ऐसी शिकायतें मिली हैं कि आयकर अधिकारी अनेक ऐसे लोगों को जिनकी आय पर आयकर नहीं लगना चाहिये, सभी वर्षों के सम्बन्ध में विस्तृत विवरण पेश करने को कहते हैं ताकि उनके द्वारा निपटाये गये मामलों की संख्या बढ़ जाये और मामलों का उनका मासिक कोटा पूरा हो जाये;

(ख) क्या यह सच है कि आयकर अधिकारियों की कार्यकुशलता उनके द्वारा निपटाये गये मामलों की संख्या के आधार पर आंकी जाती है तथा निर्धारण पांच श्रेणियों में वर्गीकृत है; और

(ग) यदि हां, तो क्या सरकार ने आयकर विभाग में ऐसे मापदन्डों को बदलने के लिये कोई कदम उठाये हैं जिन से अवास्तविक कार्य-भार बढ़ता है और धोखा देने का अवसर मिलता है ?

वित्त मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) जी नहीं ।

(ख) आयकर अधिकारी की कार्य-कुशलता का निर्णय कई बातों के आधार पर किया जाता है; कार्य की मात्रा उनमें से केवल एक है । मुख्य कसौटी तो कार्य के गुण की है जैसे कर की चोरी का पता लगाना और सही निर्धारण कर करना ।

कार्य की मात्रा के मूल्यांकन के निति कर-निर्धारण के मामलों को पांच वर्गों में रखा गया है जो मुख्यतः आय की राशि पर आधारित हैं । ऐसा करने का कारण यह है कि आय की बड़ी रकम वाले मामले में कम आय के मामलों के मुकाबले अधिक समय लगता है ।

(ग) आयकर अधिकारियों के लिए काम के निर्धारित मानदण्डों की समीक्षा समय समय पर केन्द्रीय प्रत्यक्ष-कर बोर्ड द्वारा आयकर आयुक्तों से परामर्श करके की जाती है । एक अधिकारी वर्षभर में कितना काम कर सकता है, इसका वास्तविक अनुमान लगाकर ही मानदण्ड निर्धारित किया जाता है ।

Thermal Plant at Cochin

*331. Shri P. P. Esthose:
Shri N. Sreekantan Nair:
Shri Vasudevan Nair:
Shri C. Janardhanan:

Will the Minister of Irrigation and Power be pleased to state:

(a) the present stage of the proposed thermal plant at Cochin;

(b) the steps which Government have taken to start this at an early date; and

(c) the generating capacity of the proposed plant?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) to (c). In May, 1966, a scheme for establishing a 30 Megawatt thermal power station near Cochin was sanctioned, based on utilisation of about 40,000 tons of furnace oil from the Cochin Refinery. Subsequently, the Ministry of Petroleum and Chemicals intimated that as a result of re-appraisal of the demand forecasts for the petroleum products and the local production available, it would be possible to supply adequate fuel oil for a larger power plant. It was, therefore, decided to instal a 55 Megawatt generating unit instead of 30 Megawatt in order to improve the reliability of power supply in Kerala. This proposal has been considered by the Planning Commission, who, in September, 1966 asked the Government of Kerala to forward the revised project report to Central Water and Power Commission. This was received in March, 1967 and is under examination. The question of procurement of the generating plant and equipment is also under consideration.

हैजा

*332. श्री ब० चं० सामन्त :
श्री अ० कु० किल्कु :
श्री श० ना० माहती :
श्री विदिय कुमार चौधरी :
श्री यशपाल सिंह :
श्री चिन्तामणि पाणिग्रही :
श्री रामचन्द्र उलाका :
श्री धुलेश्वर मीना :
श्री ख० प्रधानी :
श्री हीरजी भाई :
श्री जगन्नाथ राव जोशी :
श्री हुकम चन्द कछवाय :
श्री राम सिंह अयरवाल :
श्री ओंकार लाल बेरवा :

क्या स्वास्थ्य तथा परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले वर्ष अन्त में तथा चालू वर्ष के प्रारम्भ में हैजा तथा अन्य संक्रामक रोगों में अत्यधिक वृद्धि के क्या कारण हैं;

(ख) किन किन राज्यों में इन रोगों का भीषण प्रकोप है और उसके फलस्वरूप कितने व्यक्तियों की मृत्यु हुई है;

(ग) इन रोगों को फैलने से रोकने के लिए क्या कार्यवाही की गई है; और

(घ) क्या इन रोगों को रोकने के लिये राज्य सरकारों ने केन्द्रीय सरकार से विशेष सहायता मांगी है; और यदि हां, तो उनकी मांग को पूरा करने के लिये क्या कदम उठाये गये हैं ?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० श्रीमती चन्द्र शेखर) : (क) गत वर्ष के अन्त में और चालू वर्ष के प्रारम्भ में इस रोग के अण्डमान और निकोबार द्वीप समूह में, जहां यह संक्रमण मुख्य भूमि से गया, फैलने के अलावा इस रोग की घटनाओं में कोई असाधारण वृद्धि नहीं हुई है। रोग की सूचना मिलते ही उस पर काबू पा लिया गया है। तथापि चेचक की घटनाओं में वृद्धि हुई है जिसके कारण इस प्रकार हैं :—

(1) हर पांच से सात वर्ष के बाद इस रोग की पुनरावृत्ति की संभावना रहती है। 1967–68

के वर्ष को इस आवृत्ति का वर्ष होने का अनुमान है ।

(2) यह इस रोग का सामान्य समय या सामान्यतया इस रोग का प्रकोप नवम्बर से अप्रैल तक के महीनों में अधिक रहता है ।

(3) बिना टीका लगे घुमन्तू लोगों का आवागमन ।

(4) अज्ञान जिसके कारण इस रोग की तुरन्त सूचना नहीं मिल पाती और लोग टीका भी नहीं लगाते ।

हिमाचल प्रदेश से प्लेग की और जबलपुर (मध्य प्रदेश) से डेंग्यू की कुछ घटनाओं की सूचना मिली थी ।

(ख) विशेषतया चेचक से प्रभावित राज्यों और यौलों की संख्या इस प्रकार है :—

क्रम संख्या	राज्य का नाम	अक्तूबर 1966 से अप्रैल 1967 तक चेचक के कारण हुई मौतें
1.	महाराष्ट्र	2941†
2.	बिहार	1864†
3.	उत्तर प्रदेश	1136†

(ग) चेचक के टीके और दुबारा टीके लगाने का महान अभियान शुरू कर दिया गया है । कुछ राज्यों में इस कार्य के लिए अतिरिक्त फील्ड स्टाफ भर्ती किया गया है । राष्ट्रीय चेचक उन्मूलन कार्यक्रम के अन्तर्गत गत कुछ वर्षों में निरन्तर प्रचार कार्य होने से चेचक की बहुत सी घटनाओं की सूचना मिलने में सहायता मिली है । जिन पर अब तक टीका लगना छूट गया था उन पर टीका लगाने के प्रयास तेज कर दिये गये हैं ।

प्लेग और डेंग्यू के फैलाव को रोकने के लिए राष्ट्रीय संचारी रोग संस्थान ने अन्वेषण किये । लोगों की रक्षा के लिए प्रभावित क्षेत्रों में सामूहिक रूप से प्लेग के टीके लगाये गये प्रभावित और पड़ोसी गांवों में कीट-नाशकों का छिड़काव किया गया ।

जहां तक जबलपुर में फैले डेंग्यू का प्रश्न है भविष्य में इस रोग के फैलाव को न होने देने के लिए जो नियंत्रण उपाय सुझाये गये थे स्थानीय स्वास्थ्य अधिकारियों ने वे सभी उपाय बरते ।

(घ) प्लेग और डेंग्यू के नियंत्रण के लिए राज्य सरकार ने विशेष मदद मांगी थी । राष्ट्रीय संचारी रोग संस्थान् ने तुरन्त अन्वेषण कार्य किये तथा प्रभावकारी नियंत्रण उपायों को बरतने में तुरन्त मदद दी ।

†आंकड़े अनन्तिम हैं ।

Purchase of Aviation Fuel by Nepal

*223. **Shri Atam Das:**
Shri Hem Raj:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that Nepal has stopped purchasing aviation fuel from India;

(b) if so, the reasons therefor;

(c) the anticipated loss to be incurred; and

(d) whether Government have offered some more concessions to the Government of Nepal to purchase aviation fuel from India?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) No, Sir.

(b) to (d). Do not arise.

State Irrigation and Power Ministers' Conference at Delhi

*234. **Shri Hem Raj:**
Shri Vishwanath Pandey:
Shri Ram Kishan Gupta:
Shri Dhirendranath:
Dr. Ranen Sen:
Shri Bibhuti Mishra:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether a Conference of State Ministers of Irrigation and Power was held at Delhi recently;

(b) if so, the main items discussed and the conclusions arrived at; and

(c) how they are proposed to be implemented?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes, Sir.

(b) to (c). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-489/67].

Processing of Bidi Tobacco

*235. **Shri Deven Sen:**
Shri Madhu Limaye:

Will the Minister of Finance be pleased to state:

(a) whether Government have received any representation from the Tobacco Warehouse Licencees Association, Jhajha about the processing of Bidi tobacco and separation of dust in warehouses;

(b) whether the Patna Excise Collectorate have issued orders prohibiting this separation and imposing tax on the entire quantity inclusive of the dust;

(c) whether such orders have also been issued by the other collectorates in the country;

(d) whether Government's attention has been drawn to the ill-effects of this order on the quality and sale of Bidis produced in Bihar; and

(e) if so, whether Government propose to direct the said Collectorate to rescind these orders?

The Minister of State in the Ministry of Finance (Shri K. C. Pant): (a) and (b). Yes, Sir.

(c) Yes, Sir. In a few collectorates.

(d) Representation has been received against the stoppage of reprocessing in warehouses, of processed bidi tobacco for separation of dust.

(e) The Collector has since reviewed his orders and permitted reprocessing of biri tobacco for separation of dust in warehouses.

Taking Over or Financing of Major Projects

*238. **Shri Ramachandra Ulaka:**
Shri Dhaleshwar Meena:
Shri K. Pradhani:
Shri Heerji Bhai:
Shri K. N. Pandey:
Shri Ram Kishan Gupta:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 699 on the 6th April, 1967 and state:

(a) whether the proposal to take over or finance some major projects has since been considered; and

(b) if so, the result thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). Some selected major projects are being given 100 per cent earmarked loan assistance by the Centre. The criteria for selection of additional projects for which Central assistance might be earmarked in the Fourth Plan is under consideration.

Export of Furnace Oil and Diesel Oil

*238. Shrimati Jyotsna Chanda:
Shri K. N. Pandey:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the Indian Oil Corporation propose to export 100,000 tons of furnace oil and the same quantity of high speed diesel oil to an American firm in Thailand; and

(b) if so, the foreign exchange to be earned?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) Yes, Sir. The quantity of High Speed Diesel Oil proposed to be exported is, however, 1,70,000 tonnes.

(b) About Rs. 2.88 crores.

Scarcity of Streptomycin

*238. Dr. M. Santosham: Will the Minister of Health and Family Planning be pleased to state:

(a) whether there is a total scarcity of Streptomycin in the market;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken to remedy the situation?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) No, Sir.

(b) and (c). Do not arise.

U.S. Peace Corps Volunteers

*239. Shri K. N. Pandey:
Shri Rahurao Patel:

Will the Minister of Finance be pleased to state:

(a) whether any State Governments have recently asked for the withdrawal of American Peace-Corps Volunteers; and

(b) if so, which State, the reasons therefor and the action taken thereon?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The Government of Kerala has recently requested the Government of India to arrange for the withdrawal of some of the American Peace Corps volunteers working in that State viz. 26 volunteers working in the field of poultry development. It has been ascertained that the State Government considers the services of these volunteers are not very useful. The matter is under consideration.

Prices of New Drugs

*240. Shri Indrajit Gupta:
Shri Yashpal Singh:
Shri S. C. Samanta:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the question of determining the prices of new drugs has been considered by Government; and

(b) if so, the decision taken thereon?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) and (b). Under the provisions of the Drugs Prices (Display and Control) Order 1966, no manufacturer, importer or distributor of drugs can introduce for sale or include in his price list any new drug not included in the price list published by him valid on the 30th June, 1966 unless the price of such drug is approved by the Central Government.

Approval of prices of new drugs are granted on application from manufacturers, etc., after taking into account the pices of comparable products, cost structure, e

Measures to expedite approval of prices of new drugs is under consideration.

Income-Tax Refund Cases Pending in Gorakhpur Division

1667. **Shri Ranjit Singh:**
Shri B. S. Sharma:

Will the Minister of Finance be pleased to state:

(a) the number of Income-tax refund cases pending at present in the Gorakhpur Division; and

(b) the causes of delay in finalising such cases?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The required information has been called for from the Commissioner of Income-tax and will be laid on the Table of the House as soon as it is received.

Public Sector Projects

1668. **Shri Baburao Patel:**
Shri Prem Chand Verma:

Will the Minister of Finance be pleased to state:

(a) the names of various Public Sector Projects in the country and the total loss they have incurred upto 31st March, 1967;

(b) the amount of capital investment per project on all these projects;

(c) the target of production fixed for all these projects and the shortfalls;

(d) the reasons for the shortfalls;

(e) the reasons for the loss sustained; and

(f) whether Government propose to appoint a Committee to investigate in greater detail the reasons for continuing loss in the public sector projects?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (e). The information asked for is given in the "Annual Report on the Working of Industrial and Commercial Undertakings of Central Government". The Annual Report for the year 1964-65 was laid on the Table of the House on the 24th March, 1966. The Annual Report for 1965-66 will be presented shortly in the current session. The accounts of the enterprises for 1966-67 are due to be audited within six months of the end of the financial year. The figures of profits and losses will be available only thereafter.

(f) No, Sir. The working of each enterprise is constantly reviewed and every effort is made to tackle the problems in each case.

Tripple Vaccine

1669. **Shri Baburao Patel:** Will the Minister of Health and Family Planning be pleased to state:

(a) the number of children injected with the Tripple Vaccine in the country so far;

(b) the number of deaths caused by the Tripple Vaccine;

(c) the side and after effects thereof;

(d) the number of children reported suffering from other side and after effects;

(e) the town and factories where Tripple Vaccine is manufactured;

(f) the cost of manufacture and the selling price per phial;

(g) whether in addition to indigenous manufacture, the Tripple Vaccine has to be imported; and

(h) if so, the names of the countries which manufacture this Vaccine and the annual cost of import?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) to (h). The information is being collected and will be laid on the Table of the Sabha in due course.

Subsidy for Relief Works in Scarcity Areas

1090. Shri Virendrakumar Shah: Will the Minister of Finance be pleased to state:

(a) whether Government give subsidy for relief works in different scarcity States;

(b) how much subsidy was given by Government in 1965-66 and 1966-67; and

(c) how much subsidy was given to the Gujrat State during the above period?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) No subsidy was given by the Government of India in 1965-66 for scarcity relief works. The assistance given in that year was in the form of loans only. The subsidy given in 1966-67 for the purpose is indicated in the table below.

(Rs. in crores)

State	*Amount*
1. Andhra Pradesh . . .	0·50
2. Bihar	2·00
3. Gujarat	0·53
4. Madhya Pradesh . . .	1.48
5. Maharashtra . . .	3·50
6. Mysore	0·75
7. Orissa	2·59
8. Rajasthan	2·78
TOTAL .	14·13

(c) The subsidy given to Gujarat State during 1965-66 and 1966-67 was Rs. 0.53 crores.

Gandak Project

1091. Shri Virendrakumar Shah:
Dr. Ranen Sen:
Shri Madhu Limaye:

Will the Minister of Irrigation and Power be pleased to state:

(a) the reasons for not completing the work on Gandak Project so far which was initiated during the Second Plan;

(b) the steps taken to speed up its execution at an early date; and

(c) the amount earmarked for this project for the year 1967-68?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The project was sanctioned in 1962. The barrage was originally expected to be completed by June, 1967. But due to the set-back caused by the un-expected early floods in 1966 which damaged the coffer dam and by the vollent gale in May, 1966 which uprooted the construction colony and electrical installations, the Barrage is no scheduled to be completed by June, 1968.

(b) The progress of works on the project is being reviewed periodically and a close watch is being kept thereon. Difficulties in regard to procurement of Cement, Steel etc. having now been overcome it is felt that the construction work will proceed according to schedule.

(c) An amount of Rs. 13 crores has been included in the Central Budget for this project.

Aid from U.S.S.R.

1092. Shri Eswara Reddy: Will the Minister of Finance be pleased to state:

(a) the amount of loan so far received by India from the U.S.S.R.;

(b) the rate of interest charged on these loans; and

(c) the total amount so far repaid by way of principal and interest?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) U.S.S.R. has so far extended eight credits of the total value of Roubles 1225.36 million.

(b) 2½ per cent per annum.

(c) The total amount repaid upto 31-3-1967 by way of principal and interest comes to Roubles 123.33 million and Roubles 45.26 million respectively.

Foreign Private Business Investments

1093. Shri Eswara Reddy: Will the Minister of Finance be pleased to lay on the Table a statement showing the total amount of foreign private business investments in India as on the 31st March, 1967, with country-wise break-up?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): A statemen showing the country-wise break-up of foreign business investments as at the end of March, 1965 is laid on the Table of the Lok Sabha. This information regarding actual investments, which has been collected by the Reserve Bank by conducting special surveys, is the latest available. However, country-wise figures of foreign investments approved during 1965-66 and 1966-67 have been added to this statement.

Statement

(Rs.crores)

Name of the country	As at the end of March 1965	Approval	
		1965-66	1966-67
Canada	10.5	..	..
France	19·7	0·9	0·6
Germany (West)	24·5	2·5	1·5
Italy	14·2	0·6	1·0
Japan	13·6	1·4	2·8
Switzerland	18·1	0·1	0·1
Sweden	8·1	..	0·4
U.K.	529·3	13·5	4·8
U.S.A.	193 2	12·7	16·0
Others	104·6	3·8	11·5
TOTAL	935·8	35·5	38·7

Handicapped Children

1094. Shri S. C. Jha: Will the Minister of Social Welfare be pleased to state:

(a) the present statistics of the handicapped children, specially deaf and dumb children, in the country;

(b) the number of schools for the handicapped children in the country; and

(c) the number of teachers in those schools?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) No reliable data are available. It is, however, estimated that the number may be—

(i) Blind 4.39 million*

(ii) Deaf 1 to 1½ million*

(iii) Orthopaedically handicapped 4 to 5 million*

(iv) Mentally retarded children 1½ to 2 million

*A sizeale part of this population may consist of children.

(b) According to the information available with the Deptt., there are 117 schools and other institutions for the blind, 73 for the deaf, 24 for the orthopaedically handicapped and 51 for the mentally retarded.

(c) his information is not available.

Abolition of 'Devadasi' System in Mysore State

1095. Shri Siddayya: Will the Minister of Social Welfare be pleased to state:

(a) whether any survey was undertaken by the official or non-official organisations to study the *Devadasi* system prevailing in several Districts of Mysore State;

(b) if so, the results of the survey; and

(c) the measures taken or proposed to be taken by the Central and State Governments to abolish it?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) to (c). The information is being collected and will be laid on the Table of the House.

Central Harijan Welfare Board

1096. Shri Siddayya: Will the Minister of Social Welfare be pleased to state:

(a) whether the term of the Central Harijan Welfare Board has expired; and

(b) if so, whether it has been reconstituted?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) The term of the Central Advisory Board for Harijan Welfare expired on the 31st March, 1967.

(b) The question of re-constituting the Board is under consideration.

Hostels for Scheduled Caste Girls

1097. Shri Siddayya: Will the Minister of Social Welfare be pleased to state:

(a) the amount allotted to each of the States and Union Territories for the construction of hostel buildings for girls belonging to the Scheduled Castes in the Third Five Year Plan period; and

(b) the amount spent and the number of hostels constructed by each of them during the above period?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) and (b). The required information is given below:—

(Rs. in lakhs)

Name of the State/Union Territory	Amount allotted	Amount spent (Actual/ anticipated)	No. of hostel
1. Assam	0·54	0·54	2
2. Bihar	0·14	0·14	1
3. Gujarat	0·60	0·60	4
4. Kerala	0·20	0·1C	1
5. Maharashtra	0·45	0·45	1
6. Orissa	0·15	0·15	1
7. Rajasthan	0·45	0·45	3
8. West Bengal	1·9[illegible]	1·71	10
TOTAL	4·52	4·14	23

Inclusion of General Insurance in Public Sector

1098. Shri Dhirendranath:
Shri Sidheshwar Prasad:
Shri Hukam Chand Kachwai:
Shri Ram Singh Ayarwal:
Shri D. C. Sharma:

Will the Minister of Finance be pleased to state:

(a) whether there is any proposal for inclusion of General Insurance in the public sector; and

(b) if so, how much business is at present in the public sector?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The General Insurance business in the Public Sector is being transacted by the Life Insurance Corporation of India and its two subsidiaries, viz., The Oriental Fire and General Insurance Company Limited and the Indian Guarantee and General Insurance Company Limited. The figures of the gross premium written direct and the net premium income written by these three insurers for the three classes of business viz.,

Fire, Marine and Miscellaneous are given below:—

	(In lakhs of rupees)			
	Fire	Marine	Miscellaneous	Total
Gross direct premium income	310	265	638	1,213
Net premium income	426	250	622	1,298

NOTE:The figures of the Life Insurance Corporation of India relate to the financial year ending 31st March, 1966 while those for the other two insurers relate to the calendar year 1965.

Overdraft by States

1099. Shri Sezhiyan: Will the Minister of Finance be pleased to state the position of overall overdrafts drawn from the Reserve Bank of India by the various States as on the 1st March, 1967 and as on date?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): In view of the banker-constituent relationship between the Reserve Bank and the States, details of the transactons between them cannot be divulged.

Aid given to States

1100. Shri Sezhiyan: Will the Minister of Finance be pleased to state:

(a) the State-wise data of the aid given by Government to cover the States' overdrafts on the Reserve Bank of India during the three Plan periods and 1966-67; and

(b) whether any of these amounts were recovered or became recoverable later?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The assistance given to the States during the Third Plan period in 1966-67 for clearing their overdrafts from the Rserve Bank was as follows:—

(In crores of Rupees)

	Assistance given during	
	Third Plan	1966-67
Andhra Pradesh	55·25	70·05
Assam	49·50	8·70
Bihar	20·00	1·95
Kerala	43·22	..
Madras	8·00	..
Madhya Pradesh	23·50	12·25
Mysore	11·00	15·65
Orissa	16·50	12·70
Punjab	4·00	..
Rajasthan	53·75	27·95
West Bengal	1·00	..
	285·72	149·25

2. Of the assistance given during the Third Plan period, Rs. 218 crores approximately were recovered upto last year along with Rs. 41.25 crores out of assistance given in 1966-67.

3. Information in respect of the First and Second Plan periods is being collected.

Lathyrus Sativa

1101. Shri Baburao Patel: Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government are aware of the afflictions caused by masoor day (Lathyrus Sativa) in the country; and

(b) the number of causes of paralysis that have been reported from States where masoor day is grown?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) The Hindi equivalent for "Lathyrus Sativus" is Kesari or Khisari Dal and NOT Masoor Dal. Excessive consumption of Kesari dal leads to lathyrism,

i.e., spastic paralysis of the lower limbs.

(b) The information is being collected and will be laid on the Table of the Sabha in due course.

B.C.G. Vaccination

1102. Shri Baburao Patel: Will the Minister of Health and Family Planning be pleased to state:

(a) the total number of B.C.G. Vaccinations done in the country so far, year-wise;

(b) the number of persons who suffered from the after-effects of B.C.G. vaccine;

(c) the nature of after or side effects of the B.C.G. vaccine;

(d) the number of deaths caused by B.C.G. so far;

(e) the reasons therefor; and

(f) the steps taken by Government to counteract the after-effects of B.C.G.?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) The required information is given in the attached statement.

(a) and (c). No major complications have been reported. Only in 2 to 3 per cent cases, complaints were made about delay in the healing of the ulcer at the vaccination site, keloid formation, larger ulcers than expected and enlargement of glands in the area of drainage. These after effects disappeared subsequently.

(d) None.

(e) Does not arise.

(f) No special measures are necessary. Proper supervision to ensure production of potent vaccine and good technique of vaccination are insisted upon.

STATEMENT

B.C.G. Vaccinations performed year-wise since 1949 to April, 1967.

Year	B.C.G. Vaccination (In Lakhs)
1949	1·76
1950	6·35
1951	11·77
1952	21·46
1953	38.57
1954	65·55
1955	80·42
1956	63·90
1957	62·56
1958	70·07
1959	66·25
1960	69·07
1961	68·68
1962	60·97
1963	63·35
1964	62·61
1965	73·71
1966	95·41
1967 (January to April)	26·86*
	1009·32

*Figures for January to April, 1967 are provisional.

Loan to Co-operative Spinning Mills

1103. Shri G. C. Dixit: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Industrial Finance Corporation of India has expressed its inability to give block capital loan to Cooperative Spinning Mills;

(b) if so, the reasons therefor;

(c) whether Government propose to assist the Industrial Finance Corporation of India with a view to enable it to provide block capital loans to Co-operative Spinning Mills, which were licensed in 1964 and 1965 and which have commenced implementation of their projects in anticipation of sanction of loans by the Corporation; and

(d) the other steps proposed to be taken to assist the development of co-operative spinning mills?

The Deputy Prime Minister and Minister of Finance, (Shri Morarji Desai): (a) to (c). The Industrial Fin-

ance Corporation of India has not placed any embargo on consideration of applications for financial assistance from the Cooperative Sector in the textile industry, but has had to slow down the processing of fresh applications in view of the very difficult resources position in the context of heavy demands made on it from other priority industries as well. Government will, however, endeavour to provide the Corporation with resources to the extent possible for its overall operations.

(d) According to the existing pattern of Central assistance to States for development of handloom industry, loans may be given by the Central Government to the States for participation in the share capital of cooperative spinning mills. The extent of such assistance is limited to 51% of the paid share capital of the cooperative spinning mills. In addition to the State participation upto 51% in the share capital, assistance by way of loan to the extent of 25% of the total value of share is also granted to the individual members of handloom and other cooperative societies and workers of the mills to become share holders of cooperative spinning mills.

The question of enhancing the State participation in the share capital of co-operative spinning mills from 51% to the extent of 75% to 80% is also engaging the attention of the Government in the Ministry of Commerce.

Cost of Answering Questions in Parliament

1104. Shri S. R. Damani: Will the Minister of Finance be pleased to state:

(a) the amount of expenditure incurred on every question that is answered in Parliament; and

(b) whether the cost of answering a question has increased during the last ten years?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The effort involved in answering a question varies with the nature of the question. No scientific study of the average cost involved in answering a question has been made and such a study will be difficult. In 1959, in answering a question on a similar subject, a rough and ready figure of Rs. 60 as the cost of answering a question had been indicated.

(b) The answer is in the affirmative in view of the general increase in wages including over-time and also because of the number of copies of the reply and translation to be furnished.

Orders of Ministries with West Bengal Industries

1105. Dr Ranen Sen: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that Ministries are now placing fewer orders with the Bhartiya Electric Works Limited, Metal Box Limited, Braithwate Kulti Iron Works and other Engineering works in West Bengal; and

(b) if so, the reasons therefor?

The Minister of Works, Housing and Supply (Shri Jaganatha Rao): (a) and (b). The indentors assess their requirements of stores and place their indents on the Directorate General of Supplies and Disposals. The Directorate General of Supplies and Disposals invite tenders. Orders are placed on the firm which has quoted the most economical price, and has offered to supply the store of right quality confirming to the specifications by a guaranted date of delivery. No separate statistics are kept of orders placed on individual firms. Purchases are made in the most economical manner and in accordance with the definite requirements of the public service. There is therefore no special reason for placing fewer orders on the Industries in West Bengal.

Medical College at Pondicherry

1106. Shri S. K. Sambandhan: Will the Minister of Health and Family Planning be pleased to state:

(a) the number of Professors and Additional Professors in Medical College at Pondicherry; and

(b) when and how these Professors were appointed?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) The number of Professors and Additional Professors is 12 and 2 respectively.

(b) Designation of the posts	When appointed	How appointed (By recruitment through)
Prof. of Anatomy	30-4-1959	U.P.S.C.
Prof. of Physiology	26-3-1959	U.P.S.C.
Prof. of Pharmacology	26-9-1961	U.P.S.C.
Prof. of Preventive and Social Medicine	5-7-1962	U.P.S.C.
Prof. of Medicine (Unit 1)	31-7-1965	U.P.S.C.
Prof. of Surgery	16-10-1965	U.P.S.C.
Prof. of Mid. & Gynae	6-4-1965	U.P.S.C.
Prof. of Mid & Gynae	6-4-1965	U.P.S.C.
Prof. of Paediatrics	27-3-1967	Departmental Promotion Committee
Prof. of E.N.T.	17-4-1967	Do.
Prof. of Biochemistry	26-7-1962	U.P.S.C.
Prof. of Biology	7-11-1966	U.P.S.C.
Addl. Prof. of Medicine (Unit II)	29-3-1966	U.P.S.C.
Addl. Prof. of Surgery	14-1-1967	U.P.S.C.

पोस्त की खेती

1107. श्री राम सेवक यादव :
श्री महाराज सिंह भारती :
श्री आर्य फरनेन्डीज :
श्री मोलहू प्रसाद :
श्री मधु लिमये :
श्री रवि राय :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) पोस्त की खेती से सरकार को लाभ होता है अथवा हानि होती है; और

(ख) यदि लाभ होता है, तो 1966-67 में कितना लाभ हुआ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरार जी देसाई) (क) और (ख) अफीम की खेती सरकारी लाइसेन्स के अधीन गैर-सरकारी व्यक्तियों द्वारा की जाती है। इसलिये खेती से सरकार को लाभ अथवा हानि होने का प्रश्न ही नहीं उठता है। यह जरूर है कि सरकार किसानों से कच्ची अफीम खरीदती है तथा उससे बनी अफीम और ऐलकालायड बेचती है। इस खरीद-बिक्री से होने वाले लाभ और नुकसान का ब्यौरा इस प्रकार है :—

रुपये

1963-64 ..... लाभ 4,79,963
1964-65 ..... लाभ 10,388
1965-66 ..... हानि 5,70,653

वर्ष 1966-67 का लेखा परीक्षा द्वारा जांचा गया हिसाब अभी उपलब्ध नहीं है।

अफीम का मूल्य

1108. श्री राम सेवक यादव :
श्री महाराज सिंह भारती :
श्री आर्थर फरनेन्डीज :
श्री मोलाहू प्रसाद :
श्री मधु लिमये :
श्री रवि राय :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष 1965–66 से 1966–67 तक की अवधि में सम्पूर्ण देश में चोरी छिपे लाये ले जाये गये अफीम की कितनी मात्रा पकड़ी गई;

(ख) क्या यह सच है कि अफीम की तस्करी किये जाने का एक कारण यह भी कि किसानों को अफीम की कीमत कम दी जाती है ; और

(ग) यदि हां, तो क्या किसानों को अफीम की दी जाने वाली कीमत में वृद्धि करने के प्रस्ताव पर सरकार विचार कर रही है?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) कैलेन्डर वर्ष 1965, 1966 में तथा 27 मई 1967 तक तक देश में चोरी–छिपे लाई ले जाई गई अफीम की निम्नलिखित मात्रा पकड़ी गई:—

वर्ष	पकड़ी गई मात्रा
	(किलोग्राम)
1965	5,229
1966	7,945
1967 (27 मई तक)	507

(ख) चोरी छिपे बेची जाने वाली अवैध अफीम का मूल्य, सरकार द्वारा किसानों से खरीदी गई अफीम के मूल्य से बहुत अधिक होता है और मूल्यों की यह असमानता ही तस्कर व्यापार को प्रोत्साहन देती है।

(ग) किसानों को दिया जाने वाला मूल्य, प्रत्येक वर्ष, अन्य कृषि उत्पादों के मूल्य-साम्य को ध्यान में रखकर नियत किया जाता है और इसी प्रकार वह मूल्य भी निश्चित किया जाता है जिस पर सरकार विदेशों में अफीम बेच सकती है। इसलिये, मूल्य में विशेष वृद्धि करना व्यवहार्य नहीं है, और यदि प्रयत्न किया भी जाय तो तस्करों द्वारा अवैध रूप से माल लेने देने के दामों से मुकाबला नहीं किया जा सकता। सदा की भांति, अगली फसल के शुरू होने से पूर्व जुलाई अगस्त 1967 में मूल्य की समीक्षा की जायेगी।

Association of Businessmen and Technicians in Public Sector Undertakings

1110. **Shri S. R. Damani:**
Shri Kartik Oraon:

Will the Minister of Finance be pleased to state:

(a) whether there is any proposal to associate experienced businessmen and technicians in the private sector with the public sector undertakings in order to avail of their matured business experience; and

(b) if so, the nature thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b) It is the practice of Government to draw available talents from all sources, including the Private Sector, to man posts of Directors, as well as those of top management which are reserved for appointment by Government. There is, therefore, no question of any fresh proposal in this respect being considered.

Export Duty on Pepper

1111. **Shri D. C. Sharma:** Will the Minister of Finance be pleased to state:

(a) whether the question of reducing the export duty on lighter varieties of pepper has been considered; and

(b) if so, the result thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) As a result of consideration of the question, the rate of export duty on lighter varieties of black pepper known as 'light pepper' and 'pinhead pepper' was reduced from Re. 1.25 per kilogram to 90 paise per kilogram and 50 paise per kilogram, respectively, vide Ministry of Finance (Department of Revenue and Insurance) notification No. 6-Customs dated the 3rd February, 1967.

Data Supplied by National Sample Survey

1113. **Shri K. Aniruddhan:**
Shri Vishwanatha Menon:
Shri K. M. Abraham:
Shrimati Suseela Gopalan:
Shri Umanath:
Shri P. P. Enthese:

Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Planning Commission has made little use of the data supplied by the National Sample Survey; and

(b) if so, the reasons therefor?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) No, Sir. Planning Commission has been making use of NSS data. A note giving examples of such use is laid on the Table of the House. [Placed in Library. See No. LT-490/67].

(b) Does not arise.

Financial Assistance for Relief work in Bihar

1114. **Shri Virendrakumar Shah:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the former Chief Minister of Bihar was assured of famine relief funds to the tune of Rs. 30 crores;

(b) whether the present non-Congress Ministry is virtually denied anything beyond the outlay already incurred by the outgoing Ministry; and

(c) if so, the reasons therefor?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No assurance for a specific sum of this order was given; the State Government were, however, assured of the maximum possible financial assistance for the relief operations.

(b) No, Sir.

(c) Does not arise.

Allotment of Land for National Ranges

1115. **Dr. Karni Singh:**
Shrimati Niriep Kaur:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that the National Rifle Association of India has been requesting Government for the allotment of land in Delhi for several years to build national ranges for the promotion of civilian rifle training and target shooting; and

(b) the reasons for not granting the land so far?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b) In September, 1962 Government had allotted to the National Rifle Association land messuring about 95 acres on the Upper Ridge Road which is 'green area under the Master Plan of Delhi. As the Association directed to put up

structures on this land which were not permissible under the Master Plan, this allotment was cancelled in January, 1965.

An alternative site measuring about 90 acres on the Ridge near the Palam Airport, North of the Palam-Mehrauli Road was thereafter offered to the Association by the Delhi Administration, but the Association wanted it free of cost, which could not be agreed to. Subsequently, the Association themselves declined the offer of the site, as, according to them, it was too far from the city.

The Delhi Administration have recently, with the approval of the Delhi Development Authority, selected another site measuring about 10 acres in the 'green' area across the river Yamuna for the location of an Urban Rifle Range by the National Rifle Association of India. This site was offered to the Association on 25th April, 1967 and they want to see it.

Colonies for Scheduled Castes and Scheduled Tribes in Delhi

1117. **Shri R. S. Vidyarthi:** Will the Minister of **Social Welfare** be pleased to state:

(a) whether there is any proposal for the construction of colonies for the Scheduled Castes and Scheduled Tribes people in Delhi during the current financial year;

(b) if so, the details thereof; and

(c) the total amount sanctioned during the above period?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) There is no such proposal under the Backward Classes Sector.

(b) and (c) Do not arise.

New Medical Colleges in Delhi

1118. **Shri R. S. Vidyarthi:** Will the Minister of **Health and Family Planning** be pleased to state:

(a) whether Government propose to open some more Medical Colleges in Delhi; and

(b) if so, the time likely to be taken for the finalisation of the proposal?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) and (b): There is no proposal at present to open any new Medical College in Delhi.

पिथौरागढ़ तथा उत्तरकाण्ड जिलों में विद्युत जल-योजनाएं

1119. **श्री मोहन स्वरूप :** क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि पिथौरागढ़ जिले में चार जल विद्युत योजनाओं की कार्यान्विति का काम केन्द्रीय सरकार को सौंप दिया गया है ;

(ख) यदि हां, तो उन्हें कब तक मंजूरी मिलने की सम्भावना है और वे कब तक कार्यान्वित की जायेंगी;

(ग) क्या केन्द्रीय सरकार चौथी योजना के दौरान उत्तर खंड में ऐसी ही बीस अन्य योजनाओं को कार्यान्वित करने के सम्बन्ध में विचार कर रही है ; और

(घ) यदि हां, तो उनका ब्यौरा क्या है?

सिंचाई और बिजली मंत्री (डा० कु० ल० राव) : (क) पिथौरागढ़ जिले में धरमुला में लघु पन-बिजली स्कीम (200 कि० वाट) के कार्यान्वयन का प्रस्ताव हाल ही में प्राप्त हुआ है।

(ख) जब यह स्कीम तकनीकी रूप से पास हो जाएगी तभी इसे क्रियान्विति के लिये स्वीकार किया जायेगा।

(ग) और (घ). उत्तरखंड को कोई और लघु पन-बिजली स्कीम इस समय केन्द्रीय सरकार के विचाराधीन नहीं है।

Avoidance of Double Taxation

1120. Shri S. R. Damani:
Shri M. Sudarsanam:

Will the Minister of Finance be pleased to state:

(a) whether any agreements for avoidance of Double Taxation between India and Foreign Countries have been concluded during the year 1966-67; and

(b) if so, the details thereof?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) During the year 1966-67, a comprehensive agreement for the avoidance of double taxation of income was concluded between India and Greece. The agreement is based on the principles followed by India in similar agreements with several other countries. It provides, in substance, that the country where the income arises will be primarily entitled to tax that income and the country in which the taxpayer is resident will not charge tax on such income, although it may take it into account for the purpose of determining the rate at which tax is to be charged on the taxpayer's other income. In India, the agreement will be effective for the assessment year 1964-65 and later years.

राजस्थान में होमियोपैथी

1121. श्री मोहन स्वरूप : क्या स्वास्थ्य एवं परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को राजस्थान सरकार द्वारा तैयार किये गये एक विधेयक की जानकारी है कि जिसमें होमियोपैथी को अन्य चिकित्सा प्रणालियों के समानान्तर लाने का उपबन्ध है; और

(ख) यदि हां, तो क्या सरकार का विचार इस मामले में कोई केन्द्रीय कानून पुरःस्थापित करने का है ?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० श्रीपति चन्द्रशेखर): (क) राजस्थान सरकार से सूचना मांगी गई है और उसे यथा-समय सभा पटल पर रख दिया जाएगा।

(ख) भारतीय चिकित्सा पद्धतियों की, जिसमें होम्योपैथी भी शामिल है, एक केन्द्रीय परिषद स्थापित करने का विचार है। प्रस्तावित परिषद की स्थापना के लिये जो कानून बनना है उसके प्रारूप के विवरण तैयार करने के लिये एक समिति बनाई जा रही है।

Roby Insurance Co.

1122. Shri Madhu Limaye:
Shri S. M. Banerjee:
Shri George Fernandes:
Dr. Ram Manohar Lohia:

Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No. 2247 on the 24th November, 1966 and state:

(a) whether the Income-tax authorities have in the course of their assessment of the Ruby Insurance Co. found any evidence of their connection with the Birla Group;

(b) whether the Commissions have been appropriated by the Company on the Insurance business of the Birla Group in an irregular manner; and

(c) if so, the action taken against the Company under the various laws in force?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) No irregularities have been noticed in this respect.

(c) Does not arise.

M/s. Becker Grey

1123. Shri Madhu Limaye:
Dr. Ram Manohar Lohia:
Shri S. M. Banerjee:
Shri George Fernandes:

Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No. 316 on the 3rd November, 1966 and state:

(a) whether the Central Board of Excise and Customs have since disposed of the appeal preferred by Messrs. Becker Grey, the exporting Company of Messrs. Bird and Company against the adjudication order in the matter of under-invoicing and foreign exchange laws violation;

(b) if so, whether the fines/penalties were reduced/enhanced/confirmed by the Board; and

(c) the final penalty/fine recovered or recoverable from the firm?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir. The appeal referred to in answer to the question on the 3rd November, 1966 was decided by the Board on the 13th March, 1967.

(b) The penalty of Rs. 20 lakhs was reduced to Rs. 10 lakhs.

(c) The penalty amount of Rs. 10 lakhs has been realised in full.

Remittances by Overseas Indians

1124. Shri Madhu Limaye:
Dr. Ram Manohar Lohia:
Shri S. M. Banerjee:
Shri George Fernandes:
Shri Manibhai J. Patel:

Will the Minister of Finance be pleased to state:

(a) whether any data in respect of the comparative remittances by Overseas Indian Nationals (U.K. and other countries) to India has since been collected;

(b) the methods/*modus operandi* of people/firms who indulge in unauthorised transactions and deprive Government of the valuable foreign exchange; and

(c) the efforts made by Government to unearth there rackets?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) From the available balance of payments data, it is not feasible to collect information separately about inward remittances made by Overseas Indian nationals in the U.K. and other countries to India.

(b) Common methods adopted are over-invoicing of imports, under-invoicing of exports and compensatory payments to finance unauthorised transactions.

(c) Customs, Directorate of Enforcement and the Reserve Bank are keeping a constant vigil and further investigation is undertaken on receipt of any information relating to violation of the regulations.

मद्रास में औषधियां बनाने का कारखाना

1125. श्री राम सिंह भयरवाल :
श्री हुकम चन्द कछवाय :
श्री बलवन्त सिंह मुशवाह :

क्या स्वास्थ्य एवं परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कैंसर, जठर, आंत्र शोथ तथा आंखों के रोगों के लिये औषधियां बनाने का एक कारखाना मद्रास में स्थापित करने के बारे में एक करार को अन्तिम रूप दिया गया है;

(ख) यदि हां, तो उस करार की शर्तें क्या हैं; और

(ग) कब तक यह कारखाना स्थापित हो जाने की सम्भावना है ?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० सीपति चन्द्रशेखर) :(क) से (ग): दौरे पर आये रूसी प्रतिनिधि मण्डल से कैन्सर आमाशिक शूल और नेत्र रोगों के उपचार की दवाइयां बनाने के लिए मद्रास में एक कारखाना खोलने की सम्भावना पर जानकारी संबंधी बातचीत हुई थी । इस विषय पर तभी विचार किया जायेगा जब रूसी अधिकारियों से कोई पक्का प्रस्ताव मिल जायेगा ।

Fire in Rudrasagar Oil Well

1126. Shri Indrajit Gupta: Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether large consignments of Barytis powder were requisitioned from the Oil and Natural Gas Commission's Port Canning Project last January to help in fighting the Rudrasagar oil-well fire;

(b) the number of railway wagons indented for this purpose;

(c) the number of wagons made available and the number of them actually despatched with Barytis powder from Port Canning to Sibsagar;

(d) the total amount of freight payable on this account and total value of Barytis powder despatched; and

(e) whether there was any delay in despatches?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) Yes, Sir.

(b) Fifteen.

(c) Five wagons were actually made available and despatched.

(d) (i) Freight charges paid—Rs. 48,686.00.

(ii) Value of Barytis Powder —Rs. 12,716:00.

(e) No.

Satellite Towns near Delhi

1127. Shri Abdul Ghani Dar: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that there is a proposal under consideration to have satellite towns of Gurgaon, Faridabad, Sonepat, Ballabgarh and Gaziabad in view of growing population in Delhi; and

(b) if so, the details of the scheme for developing these satellite towns?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Narela, Ghaziabad, Loni, Faridabad, Ballabhgarh, Gurgaon, Bahadurgarh, Sonepat and Palwal are intended to be developed as ring towns in order to release pressure of population in Delhi.

(b) The development of these towns except Narela is the responsibility of the respective State Governments. Development plans for Ghaziabad, Loni, Faridabad and Ballabhgarh have already been published by the State Governments. The Delhi Development Authority is preparing the Master Plan for Narela. A High Powered Board has also been set up in order to secure co-ordinated development of the National Capital Region.

Salaries of Income-tax Commissioners

1128. Shri B. S. Sharma:
Shri Onkar Lal Berwa:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that salaries of Commissioners of Income-tax have recently been increased;

(b) whether it is also a fact that salaries of lower staff in the Income-tax Department have not been increased; and

(c) if so, the reasons therefor?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir: The scale of pay of Commissioners of Income-tax was revised from Rs. 1800-100-2000 to Rs. 1800-100-2000-125-2250 in June, 1965.

(b) Yes, Sir.

(c) The scale of pay of Commissioners of Income-tax was raised in view of the greater responsibilities shouldered by them and to bring it at par with the scale of pay for other similar top posts in other Departments under the Government. The scales of pay for lower staff were fixed on the recommendations of the 2nd Pay Commission and are common to other similar posts in other Departments under the Government.

Policies issued by Sun Life of Canada

1129. **Shri Jyotirmoy Basu:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that Policy Nos. 57039 to 3154134 issued by the Sun Life of Canada contained a condition about currency in which it is payable;

(b) if so, the details thereof; and

(c) whether it is a fact that if the claims are met under the conditions as stipulated in the face of the policies, the Life Insurance Corporation will be required to pay much more than the usual amount?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). Until the middle of 1932 the "Sun Life of Canada" issued in India policies containing a clause reading as under:—

> "All amounts payable or receivable hereunder shall be paid at the Company's office in the city of ——— in lawful money current in India of present weight and fineness."

(c) Life Insurance Corporation has taken legal advice on the above clause. According to this advice the Corporation is under no obligation to pay anything more than the amount expressed in the policy. The L.I.C. has accordingly not made payment in excess of the face value in respect of policy which matured after its constitution. A payment in excess of the face value of the policies was made only in one case but well below the full extent of the excess amount of claim and that was done in consultation with Sun Life of Canada for policies which had matured earlier.

Drinking Water Supply for Madras City

1130. **Shri Sezhiyan:** Will the Minister of Health and Family Planning be pleased to state:

(a) the progress made so far to provide adequate supply of drinking water to the city of Madras;

(b) the provision made for this purpose in the Fourth Five Year Plan; and

(c) the time schedule drawn for implementing the scheme?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) to (c). The information required in parts (a) and (c) is being collected from the State Government and will be laid on the Table of the Sabha when received.

As regards part (b), it may be stated that the Fourth Five Year Plan has not been finalised so far.

Gujarat Petro-Chemical Complex

1131. **Shri Virendrakumar Shah:** Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that the size of the Gujarat petro-chemical complex is proposed to be reduced by substantial amount; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) and (b) No. proposal for the reduction in size of the Gujarat petro-chemical complex is under consideration of Government.

Rate of Electricity supplied to Aluminium Corporation in Mirzapur (U.P.)

1132. Shri S. M. Banerjee:
Shri Madhu Limaye:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the rates of electricity supplied to the Aluminium Corporation headed by Birlas in Mirzapur District is far less than that supplied to the peasants in that area;

(b) if so, the reasons therefor; and

(c) the steps taken to have uniform rates?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) The reasons for the difference in rates applicable to the Aluminium Corporation and to the agriculturists/peasants in the area lies in the fact that the former collects the entire power supply at the 132 KV bus bars in the Rihand Power Station at a high load factor of 90-95 per cent. On the other hand, power supply to agriculturists/peasants is made at 400 volts and at a low load factor of 15 to 20%. The power supply at low voltage necessitates additional capital investment on high tension transmission, distribution step-down substation, low tension distribution etc. Also it is a normal practice to fix low rates for Power intensive industries like Aluminium. Accordingly, the rates applicable to the agriculturists/peasants are higher.

(c) while uniform rates for power supply to all types of consumers are not feasible, the question of evolving a more uniform pattern in the tariff rates is under consideration of the U.P. State Electricity Board.

Fertiliser plant at Kanpur

1133. Shri S. M. Banerjee:
Shri Madhu Limaye:

Will the Minister of Petroleum and Chemicals be pleased to refer to the reply given to Unstarred Question No. 152 on the 2nd November, 1966 and state:

(a) whether a fertilizer plant at Kanpur has since been established;

(b) if not, the reasons for the delay; and

(c) whether this plant is likely to start production during the Fourth Plan?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) No.

(b) The licence for the establishment of the project was issued only in March, 1966 and the party is at present negotiating with I.F.C. for financing the project.

(c) Yes. It is expected to start production in 1970-71.

तस्कर व्यापार के मामले

1134. **श्री ओंकार सिंह :**
श्री हुकम चन्द कछवाय :

क्या वित्त मंत्री 30 मार्च, 1967 के अतारांकित प्रश्न संख्या 187 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय जांच ब्यूरों ने तस्कर व्यापार सम्बन्धी मामलों के बारे में अपनी जांच पूरी कर ली है; और

(ख) यदि हां, तो दोषी व्यक्तियों के विरुद्ध क्या कार्यवाही की गई है ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Curtailment of Wasteful Expenditure

1135. **Shri P. K. Deo:**
Shri K. P. Singh Deo:
Shri Dhirendranath:
Shrimati Tarkeshwari Sinha:
Shri Sidheshwar Prasad:
Shri Ram Singh Ayarwal:
Shri Hukam Chand Kachwai:
Shri S. C. Jha:

Will the Minister of Finance be pleased to state:

(a) whether any steps have been taken lately on curtailing wasteful expenditure;

(b) if so, the details thereof; and

(c) how much saving is anticipated by such measures?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). The question of economy in Government expenditure has been receiving the continuous attention of Government and a number of economy measures have been taken from time to time including those in respect of items like Travelling Allowance, Contingencies, staff cars, works expenditure, etc.

In 1966, a Committee of senior Secretaries considered the question of economies in the budget provision for 1966-67 and a saving of Rs. 91 crores was secured. Govt. are again considering possibilities of curtailing expenditure especially that which is of a non-productive nature. In this process abandonment of redundant or overlapping activities and improvements and rationalisation of procedures will also be examined.

(c) As the latest economy exercise is not yet completed, it is not possible at this stage to indicate the likely savings.

Income-Tax Commission Circle for Orissa

1136. **Shri P. K. Deo:**
Shri K. P. Singh Deo:
Shri Dhirendranath:
Shri Chintamani Panigrahi:

Will the Minister of Finance be pleased to state:

(a) whether any representation has been made to open a separate Income-tax Commission circle in Orissa;

(b) if so, the action taken thereon; and

(c) the Income-tax receipts and the number of cases in Orissa as compared to those in Assam, Rajasthan and Kerala?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) The proposal was examined in 1964 and it was decided that the considerations of revenue and workload did not then justify the creation of a separate Charge of Commissioner of Income-tax for Orissa. The matter came in for review last year. It was considered that in view of the need for economy in all administrative expenditure, further consideration of the proposal had to await a more opportune time, particularly as other centres having substantially larger revenue potential need prior attention.

(c) The required information for the year 1966-67 is as follows—

	Provisional net collections from income-tax & Corporation Tax (Rs. Lakhs)	Number of cases for disposal
Orissa	5,26	60,466
Assam	4,94	1,18,683
Rajasthan	5,31	1,79,257
Kerala	10,05	79,484

इंदौर में जाली नोटों का पकड़ा जाना

1138. श्री यशवन्त सिंह कुशवाह :
श्री जगन्नाथ राव जोशी :
श्री हुकम चन्द कछवाय :
श्री राम सिंह अवरवाल :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अप्रैल, 1967 के दूसरे सप्ताह में इन्दौर में चार बैंकों पर छापों में लगभग 1½ लाख रुपए के जाली नोट पकड़े गये थे;

(ख) यदि हां, तो इस सम्बन्ध में कितने व्यक्तियों के विरुद्ध तथा क्या कार्यवाही की गई है; और

(ग) इन छापों में कितने मूल्य के अन्य जाली दस्तावेज पकड़े गये ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरार जी देसाई): (क) से (ग). भारत सरकार के किसी भी विभाग द्वारा न तो ऐसा कोई छापा मारा गया और न किसी मामले की जांच ही की जा रही है।

Smuggling of Watches

1139. Shri Ram Kishan Gupta: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the smuggling of watches is on the increase; and

(b) if so, the steps taken to check smuggling of watches?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Cases of smuggling of watches into India continue to occur. It is, however, not possible to say on the basis of available information that watch smuggling is on the increase.

(b) Does not strictly arise. However, a statement showing the important steps taken to check smuggling of goods including watches is placed on the Table of the House.

STATEMENT

Among the important steps taken to check smuggling are: systematic collection and follow-up of information, rummaging of suspected vessels and aircraft, patrolling of vulnerable sections of the coastline and land frontiers and launching of prosecution in suitable cases in addition to imposition of heavy penalties under the Customs Act and confiscation of contraband in departmental adjudications. In the field of legislation, the Customs Act now provides for imposition of heavier sentences of imprisonment as a result of prosecution where the market price of the goods seized is more than one lakh of rupees. In the case of seizures of gold, diamonds and watches provision has also been made in the Customs Act for placing the burden of proof that these goods are not smuggled on the persons from whom they are seized.

Master Plan for Delhi

1141. Dr. Karni Singh:
Shrimati Nirlep Kaur:
Shri Kanwar Lal Gupta:
Shri R. S. Vidyarthi:
Shri Sharda Nand:
Shri J. B. Singh:
Shri Bharat Singh Chauhan:
Shri Ranjit Singh:
Shri Hardayal Devgun:

Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether changes are contemplated in the 20-year Master Plan for Delhi;

(b) the details thereof with particular reference to building new dwelling units for the rising population of the metropolis;

(c) how the increased demand for water and electricity will be met; and

(d) the source from which funds for the entire scheme will be earmarked?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). There is no proposal to make any fundamental changes in the Master Plan, but modifications are considered and approved from time to time as and when found necessary according to the provision prescribed in the Delhi Development Act, 1957.

(c) Does not arise.

(d) The Master Plan is being implemented by the various authorities concerned either from Plan funds or from other normal sources.

Dhobies in Ministers' Bungalows in New Delhi

1142. Shri Kanwar Lal Gupta:
Shri R. S. Vidyarthi:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government are aware that the bill for water and electricity consumed by *Dhobies* residing in some of the Ministers' Bungalows are charged to Government account;

(b) if so, the particulars of such bungalows; and

(c) the steps taken to check this practice?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Some of the servant quarters attached to the Ministers' Bungalows are occupied by *Dhobies*. It has been decided that from the 1st April, 1967 the charges for the electricity and water consumed in the servant quarters attached to Ministers' Bungalows will be treated as expenditure on private account and adjusted against the free voluntary limit of Rs. 2,400 per annum.

(b) Information is not readily available.

(c) Does not arise.

Squatters in Delhi

1143. Shri Balraj Madhok:
Shri A. B. Vajpayee:
Shri Ram Kishan Gupta:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total number of squatters category-wise and locality-wise on Government land in the Union Territory of Delhi at present; and

(b) the steps taken to resettle these squatters permanently?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). According to the survey conducted in June-July 1960, about 50,000 families were squatting on Government and public lands in Delhi. These families comprise—

(i) Migratory labour;

(ii) Government servants and employees of local bodies; and

(iii) others.

Their distribution locality-wise is not available. A *Jhuggis* and *Jhopris* Removal Scheme has been drawn up to provide alternative accommodation to these families. The squatters in categories (i) and (ii) are to be provided with camping sites of 25 suare yards and those in category (iii) with 80 square yard plots or tenements. So far about 22,000 families have been provided with alternative accommodation in new colonies which have been developed for the purpose.

The number of squatters is on the increase from day to day. Although no regular survey has been conducted after June-July 1960, it is estimated that their present number is between 50,000 and 55,000 families.

Smoking

1144. Shri Baburao Patel: Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government are aware of the recent scientific findings that smoking definitely causes cancer of the throat and intestines;

(b) if so, the steps taken by Government either to stop or discourage smoking in the country in the interest of the health of the people; and

(c) if not, the reasons therefor?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) The relationship between smoking and cancer of the throat has not been definitely proved, though there is a strong probability of corelation.

Smoking has got little relationship with cancer of the intestines.

(b) and (c). The following steps have been taken by Government to discourage Smoking:—

1. The obvious steps to stop the habit of smoking is publicity about the harmful effects of smoking as part of the general Health Education activity. This is being done through the Central Health Education Bureau and the State Health Education Bureaux. Government of India have brought out, inter alia, the following publications highlighting the dangers of Cancer and how to detect Cancer sufficiently early:

(i) Smoking and Cancer.

(ii) I wish I had not started Smoking.

(iii) Articles on the subject in "Swasth Hind" (monthly bulletin of the Ministry of Health and Family Planning). A special number of 'Swasth Hind' on "Cancer in India—Health Hazards of Smoking" was brought out in July, 1966.

(iv) Cancer.

2. The Central Health Education Bureau has produced the following films as a part of the campaign against Cancer in the country:—

(i) From one Cell.

(ii) Crusade.

(iii) Problem of early diagnosis.

(iv) Save these Lives.

3. The following State Governments/Union Territory Administrations have introduced legal provisions against juvenile smoking:—

(i) Kerala.

(ii) West Bengal.

(iii) Jammu and Kashmir.

(iv) Punjab.

(v) Uttar Pradesh.

(vi) Madhya Pradesh.

(vii) Assam.

(viii) Mysore.

(ix) Andaman & Nicobar Island.

(x) Manipur.

(xi) Himachal Pradesh.

4. Smoking is banned in cinema houses/theatre halls/auditoria and other places of entertainment and in buses by the following State Governments/Union Territory Administrations:—

(i) Punjab.

(ii) Mysore.

(iii) Uttar Pradesh.

(iv) West Bengal.

(v) Madras.

(vi) Andhra Pradesh.

(vii) Rajasthan.

(viii) Jammu and Kashmir.

(ix) Maharashtra.

(x) Kerala.

(xi) Gujarat.

(xii) Bihar.

(xiii) Delhi.

(xiv) Himachal Pradesh.

(xv) Manipur.

5. The Radio Cell of the Central Health Education Bureau has established liaison with All India Radio and the television centre for stepping up broadcasts and telecasts on subjects of health interest. All India Radio has started a new series of talks called the "Radio Doctor" in which the first talk on 'lung disease' was given on 5th April, 1966. In this popular talk it was pointed out that smoking may cause lung-cancer as shown by research studies both in India and abroad.

Smuggling between Persian Gulf and West Coast of India

1145. **Shri George Fernandes:**
Shri Madhu Limaye:
Shri J. H. Patel:

Will the Minister of Finance be pleased to state:

(a) whether Government are aware of the existence of smugglers' gangs that run a daily motor launch service between the Persian Gulf and Bombay; and

(b) whether any measures are proposed to be taken to put an end to smuggling between the Persian Gulf and the West Coast of India?

The Deputy Prime Minister and Minister of Finance, (Shri Morarji Desai): (a) The Government are aware that gangs of smugglers utilise Arab Dhows, mechanised launches, fishing vessels etc. plying between Persian Gulf countries and West Coast, including Bombay for smuggling purposes. However, the Government have no information regarding a daily motor launch service operating between Persian Gulf and Bombay for this purpose.

(b) The Customs Authorities, and the Directorate of Revenue Intelligence, which co-ordinates anti-smuggling activities of the various field organisations, are taking all possible steps to prevent such smuggling. Measures for further tightening up sea patrols are under consideration of the Government.

Seminar on India's Fourth Plan in U.K.

1146. **Shri George Fernandes:**
Shri Madhu Limaye:
Shri J. H. Patel:

Will the Minister of Planning be pleased to state:

(a) whether a Seminar was held in Brighton, U.K. during the first week of April, 1967 on India's Fourth Five Year Plan;

(b) the names of sponsors and principal participants in this Seminar; and

(c) the conclusions of the Seminar and how these conclusions will help the Fourth Five Year Plan?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) A Seminar on India's Fourth Five Year Plan was held in Sussex, near Brighton, from 31st March to 3 April, 1967.

(b) The Sussex University, the Institute of Development Studies, and the Royal Institute of International Affairs, London, jointly sponsored the Seminar. There were 25—30 participants of which six were Indians. The participants were mainly eminent economists and social scientists, who have knowledge and have been taking interest in Indian affairs. The Ministry of Overseas Development and the Indian High Commission were also represented. A list of participants is enclosed.

(c) The main purpose of the Seminar was to revive intelligent and informed interest in and sympathy for India's problems. It was not intended to arrive at any formal conclusions. It was proposed to edit the background papers prepared for the Seminar in the light of discussions in the Seminar and in due course bring these out in the form of a volume with an introduction added to it.

Some impressions of the Seminar discussions appeared in the 'New Statesman' in its issue of 28 April,

1967 under the title "India: Less Nonsense, More Aid" by Michael Lipton, who was one of the active participants in the Seminar.

LIST OF PARTICIPANTS

1. Prof. T. Balogh, Prime Minister's Office, U.K.

2. Prof. N. Kaldor, Treasury, U.K.

3. Prof. Austin Robinson, Cambridge.

4. Mr. Colin Clark, Oxford.

5. Mr. Robert Neild, Treasury, U.K.

6. Mr. P. P. Streeten, University of Sussex, U.K.

7. Dr. D. Pocock, University of Sussex.

8. Dr. J. M. Healey, Keele University.

9. Dr. P. A. R. Layard, London School of Economics.

10. Dr. David Ovens, London School of Economics.

11. Dr. J. Mirrleas, Cambridge University.

12. Prof. S. Wells, University of Salford.

13. Mr. Michael Lipton, University of Sussex.

14. Mr. Maurice Zinkin, Lever Brothers, London.

15. Mr. Andrew Shonfield, Royal Institute of International Studies.

16. Prof. Daniel Thorner, Paris.

17. Mr. R. Cassen, Overseas Development Ministry.

18. Mr. Hopkins, Overseas Development Ministry.

19. Mr. John White, Overseas Development.

Indian Participants:

1. Shri Pitambar Pant, Planning Commission.

2. Dr. K. N. Raj, Delhi School of Economics.

3. Shri V. K. Ramaswamy, Ministry of Finance.

4. Dr. Dharma Kumar, Cambridge University.

5. Mr. Ashok Parikh, Sussex University.

6. Mr. K. Subramaniam, London School of Economics.

Seizure of Foreign Exchange at Palam Airport

1147. **Shri Hukam Chand Kachwai:**
Shri Ram Singh Ayarwal:
Shri Y. S. Kushwah:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that foreign exchange amounting to Rs. 3.6 lakhs was seized by the Income-tax authorities at Palam Airport as reported in the *Indian Express* of the 13th February, 1967;

(b) if so, the number of persons against whom the action has been taken, and the nature of the action taken; and

(c) the name of the place from where this money was brought in?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No such seizure was made at Palam Airport on 13th February, 1967. However, on 13th January, 1967 Indian currency amounting to Rs. 3.6 lakhs was seized from a passenger at Palam airport by the Customs officers.

(b) The matter is under investigation by both the Customs and Income-tax Departments.

(c) The money was brought by the passenger from Bombay.

बम्बई में तस्करी से लाई जा रही चांदी तथा काली मिर्च का पकड़ा जाना

1148. श्री हुकम चन्द कछवाय :
श्री राम सिंह अवरवाल :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सीमा शुल्क अधिकारियों ने बम्बई में जिवरी के निकट समुद्र में चल रही दो यंत्रीकृत अरब नावों से जनवरी, 1967 के प्रथम सप्ताह में एक लाख रुपये के मूल्य की चांदी तथा काली मिर्च पकड़ी थी;

(ख) यदि हां, तो ये वस्तुएं कहां से लाई गई थीं; और

(ग) इस मामले में क्या और कितने व्यक्तियों के विरुद्ध कार्यवाही की गई है ?

उप-अध्यक्ष मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) 11-1-67 को बम्बई सीमा शुल्क अधिकारियों ने बम्बई के जिवरी क्षेत्र में दो मशीनी नौकाओं "एम० एस० बी० अल्फी" तथा एम० एस० बी० मुबारकी" में से चोरी छिपे भारत से बाहर माल भेजने का प्रयत्न करने के अपराध में बड़ा सा माल पकड़ा जिसमें काली मिर्च, चाय और चांदी की सिलें शामिल हैं और जिनका कुल मूल्य लगभग 86,000 रुपये होना है।

(ख) बताया जाता है कि यह माल बम्बई की दो फर्मों ने दिया था।

(ग) "अल्फी" का 'नाखुदा' (मास्टर) तथा चालक दल का एक सदस्य, और "मुबारकी" का 'नाखुदा' तथा दो स्थानीय व्यक्ति गिरफ्तार किये गये थे तथा उन पर मुकदमा चलाया गया था। "अल्फी" का 'नाखुदा' अदालत द्वारा रिहा कर दिया गया है। शेष व्यक्तियों पर मुकदमा अभी चल रहा है।

विभागीय न्याय-निर्णय की कार्यवाही के कारण 82,000 रुपये मूल्य का अवैध माल पूर्णरूप से जब्त कर लिया गया है और शेष माल छोड़ दिया गया है। दोनों मशीनी नौकाएं "अल्फी" और "मुबारकी" भी जब्त कर ली गई हैं परन्तु जब्ती के बदले में क्रमशः 15,000 रुपये तथा 14,000 रुपये जुर्माना अदा करके उन्हें छुड़ाया जा सकता है।

'मुबारकी' के 'नाखुदा' पर 10,000 रुपये तथा 'अल्फी' के चालक दल के एक सदस्य पर 500 रुपये का व्यक्तिगत दण्ड भी लगाया गया है। दो स्थानीय व्यक्तियों के विरुद्ध विभागीय मामला अभी भी विचाराधीन है।

अभी तक लगाये गये सभी जुर्माने तथा दण्ड वसूल किये जा चुके हैं।

मद्रास में सोने का पकड़ा जाना

1149. श्री राम सिंह अवरवाल :
श्री हुकम चन्द कछवाय :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय उत्पादन-शुल्क विभाग के अधिकारियों ने जनवरी, 1967 में मद्रास में 17.5 लाख रुपए के मूल्य का 10,000 तोले सोना पकड़ा था;

(ख) यदि हां, तो यह सोना कहां से लाया गया था; और

(ग) कितने व्यक्तियों के विरुद्ध तथा क्या कार्यवाही की गई है ?

उप-सभापति मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) केन्द्रीय उत्पादन शुल्क अधिकारियों ने 6 जनवरी, 1967 को मद्रास में 10,000 तोला सोना पकड़ा जिसका मूल्य अन्तर्राष्ट्रीय दर पर 9,84,200 रुपये था ।

(ख) यह मालूम नहीं है कि यह सोना मद्रास में कहां से लाया गया, लेकिन सोने की छड़ों पर "जानसन मेथ्यी, लंदन" की मुहर लगी हुई है ।

(ग) पांच व्यक्तियों को गिरफ्तार किया गया था और बाद में उन्हें जमानत पर छोड़ दिया गया । फिलहाल इस मामले का विभागीय न्याय निर्णय किया जा रहा है ।

Housing Colonies in Delhi

1150. Shrimati Tarkeshwari Sinha: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that large sums of money paid by thousands of Delhi citizens have been locked up with some proposed housing colonies due to the permission not being granted by the Delhi Administration; and

(b) If so, the action taken to mitigate the grievances of large number of people belonging to the middle income group?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). The Hon'ble Member is presumably referring to unauthorised colonies that have come up in Delhi during the last few years. It has been decided to regularise those colonies which do not violate the land-use pattern of the Master Plan for Delhi and can be fitted into a proper layout/service Plan and where substantial construction had come up prior to the enforcement of Master Plan (i.e. the 1st September 1962).

L.I.C. Employees

1151. Shrimati Tarkeshwari Sinha: Will the Minister of Finance be pleased to state:

(a) whether there is any proposal to treat the field staff of the Life Insurance Corporation at par with other Officers working in offices and at the Headquarters of the L.I.C.;

(b) whether it is a fact that the field staff especially the Development Officers have been carrying on an agitation for a fairly long time; and

(c) if so, the steps taken to improve their plight?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Officers working in the offices and headquarters of the L.I.C. are classified by the Corporation as Class I, Class III and Class IV officers. The terms and conditions of these three classes are not identical; the terms and conditions of Class I, in particular, being different from those of the other two Classes. The field staff of the Corporation are designated as Class II officers. They put forward a number of demands which included proposals for certain service terms enjoyed by Class III and Class IV employees being extended to them.

(b) The field officers launched a "No New Business" campaign during the period 26th November to 24th December, 1966 in support of their demands. This agitation has since been withdrawn.

(c) The L.I.C. have been negotiating with the National Federation of Insurance Field Workers of India in respect of their demands.

Flood Control Schemes in Assam

1152. Dr. Ranen Sen:
Shri Bedabrata Barua:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that Assam Government have asked for

more grants for flood control schemes in the State for the year 1967-68; and

(b) if so, the reaction of Government thereto?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes, Sir.

(b) For 1966-67, the original allocation of Central assistance for flood control schemes in Assam was Rs. 2.09 crores. After considering requests for additional assistance received from the Government of Assam, loan assistance amounting to Rs. 3.50 crores was released. For 1967-68, the State Government have, on the basis of Annual Plan discussions made provision of Rs. 2.2 crores for flood control during the year. A request has been received a few days ago for enhancement of Central assistance in 1967-68. The same is under examination.

Asian Development Bank

1138. **Dr. Ranen Sen:**
Shri Dhireswar Kalita:

Will the Minister of Finance be pleased to state:

(a) the total amount of trust funds now available with the Asian Development Bank;

(b) the names of countries which have so far contributed to the funds; and

(c) the purpose of these funds and how these funds are disbursed?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). The Asian Development Bank does not have any trust fund available with it now. However, the Board of Directors of the Bank has approved in principle the idea of creating a special fund under auspices of the Bank for agricultural development of regional member countries. Details about the countries that would contribute to the fund, the amounts of contribution, the total value of the fund, the procedure for disbursement out of the fund etc. have not yet been worked out.

International Development Association's Participation in the Public Sector Projects

1154. **Shri M. R. Krishna:** Will the Minister of Finance be pleased to state:

(a) whether the International Development Association of the World Bank has agreed to finance Public Sector Projects in the country on the condition that the Association is allowed to participate effectively; and

(b) the number of public sector projects which have been allowed to come into existence with the participation of the Association?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The International Development Association has been financing projects and programmes in the public Sector such as irrigation, power, telecommunications, roads, highways etc. There has been no stipulation regarding "effective participation" as a condition of financing.

(b) So far the fourteen projects listed below have received IDA finance:

1. Highways Construction & Improvement.
2. Tubewell Irrigation in U.P.
3. Shetrunji Irrigation.
4. Salandi Irrigation.
5. Punjab Drainage & Flood Control.
6. Durgapur Power Extension (DVC).
7. Sone Irrigation.
8. Purna Irrigation.
9. Koyna Power Stage II.
10. Bombay Port Project.
11. Kothagudam Power Project Stage I.

12. Beas Equipment Project.

13. Railways (Three credits).

14. Telecommunications (Two credits).

Tungabhadra Project

1155. **Shri Gadilingana Gowd:** Will the Minister of Irrigation and Power be pleased to state:

(a) the villages which will be irrigated in Allur Taluk of Kurnool District of Andhra Pradesh by High level channel of Tungabhadra Project;

(b) the extent of land in each of the villages that can be irrigated; and

(c) the names of the villages to which water will be given for next crops and the extent thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Localisation of Ayacut has not yet been carried out in Allur Taluk and so the State Government has reported that it is not possible at this stage to indicate the villages which will be irrigated.

(b) and (c). Do not arise.

Bharat Sewak Samaj

1156. **Shri Gadilingana Gowd:** Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Planning Commission have set up a sub-committee of the Coordination Committee for the Public Cooperation to verify the grants given to the Bharat Sewak Samaj through different Ministries;

(b) the amounts given by each Ministry to Bharat Sewak Samaj and for what purposes during 1965-66 and 1966-67;

(c) whether any representations have been received to the effect that funds of the Bharat Sewak Samaj are being misused;

(d) if so, the action taken in the matter; and

(e) whether there is any machinery to evaluate the work done by the Bharat Sewak Samaj?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) Yes, Sir. The Sub-Committee of the Coordination Committee of Public Cooperation reviews periodically the grants given to the Bharat Sewak Samaj by the different Ministries.

(b) A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-491/67].

(c) and (d). Some complaints were received in the Planning Commission regarding infringement of the conditions of the Government grant-in-aid by the Bharat Sewak Samaj but these could not be substantiated.

(e) No separate machinery for evaluating the work of Bharat Sewak Samaj exists but the Plan programmes undertaken by Bharat Sewak Samaj on behalf of Government of India have been evaluated by the Programme Evaluation Organisation and other ad *hoc* Committees from time to time.

T.B. Clinics

1157. **Shri Bibhuti Mishra:**
Shri K. N. Tiwary:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government are considering a proposal to open a T.B. Clinic in every district of the country; and

(b) if so, the details thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes.

(b) Under the National TB Control Programme, it is proposed to establish a TB Clinic in every district of the country to undertake diagnostic

treatment and preventive facilities on a domiciliary basis. It is further proposed to extend these facilities by integrating the existing services in the various health and medical institutions in the districts, under the supervision and guidance of the District TB Clinic, so that the patients can avail themselves of these services nearest to their homes.

बरौनी में उर्वरक कारखाना

1158. श्री विभूति मिश्र :
श्री क० ना० तिवारी :

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) बरौनी में स्थापित किये जाने वाले प्रस्तावित उर्वरक कारखाने का निर्माण कार्य कब तक आरम्भ हो जायेगा; और

(ख) कारखाने में उर्वरक का उत्पादन कब तक आरम्भ हो जावेगा ?

पेट्रोलियम और रसायन, योजना तथा समाज कल्याण मंत्रालय में राज्य-मंत्री (श्री रघुरामैया) : (क) और (ख). इस समय बनाये गये अस्थायी प्रोग्राम के अनुसार बरौनी परियोजना का निर्माण अगले वर्ष के आरम्भ तक शुरू होगा और 1971 के शुरू में कारखाने के चालू होने की आशा है। यह सब कुछ इस वर्ष अक्तूबर तक भूमि की उपलब्धी और दिसम्बर तक विदेशी मुद्रा के संतोषजनक बन्दोबस्त और प्रदायक ऋण ठेकों के अनुमोदन पर निर्भर होगा।

Liquified Petroleum Gas

1160. Shri K. N. Pandey:
Shri N. P. Yadab:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that due to the non-availability of Cylinders, the liquified petroleum gas has not been introduced in all important towns of the country; and

(b) if so, the steps taken to remove this bottleneck?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) Yes, Sir, due to shortage of suitable steel for fabrication of LPG Cylinders.

(b) Steps have been taken to develop the production of suitable steel indigenously for the fabrication of cylinders. Meanwhile, 1200 tonnes of such steel are being imported.

Central Assistance given to Orissa for Plan Executions

1161. Shri Chintamani Panigrahi: Will the Minister of Planning be pleased to state:

(a) the amount of Central assistance to be given to Orissa for plan executions during 1967-68;

(b) the amount of resources that the Orissa Government have planned to mobilise for financing its annual plan for 1967-68;

(c) the different sources from which the State Government have indicated to raise its resources for financing its annual plan for 1967-68, source-wise;

(d) whether it fell short of its original estimate;

(e) if so, to what extent;

(f) the Orissa State's original plan outlay for 1967-68; and

(g) the revised plan outlay for 1967-68?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) to (g). The details regarding outlay and State resources for annual plan 1967-68 of Orissa will be discussed by Programme Adviser of the Planning Commission with the State Government, at the State capital on 2nd, 3rd and 4th June, 1967.

Irrigation Proposals during Fourth Plan in Orissa

1162. **Shri Chintamani Panigrahi:** Will the Minister of Irrigation and Power be pleased to state:

(a) the proposals for irrigation in the Fourth Five Year Plan formulated by the Orissa Government;

(b) the estimated cost of all those proposals;

(c) the proposals which have been agreed for execution; and

(d) the nature of benefits to be accrued from these projects?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). The Government of Orissa proposed an outlay of Rs. 41.65 crores for major and medium irrigation projects in Orissa—both continuing and new—in the Fourth Five Year Plan. Details have not yet been finalised.

(c) and (d). The Fourth Plan of Orissa has yet to be finalised.

Excise Division for Orissa

1163. **Shri Chintamani Panigrahi:** Will the Minister of Finance be pleased to state:

(a) Whether Government propose to set up a separate Excise Division for Orissa;

(b) whether Government are aware that even after Orissa becoming a separate State since the last 30 years, no separate Excise Divisional Office has been set up for Orissa; and

(c) if so, the steps Government propose to take in the matter.

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Orissa is already a separate Central Excise Division.

(b) Does not arise.

(c) Does not arise.

Admission to all India Institute of Medical Sciences

1164. **Shri V. Krishnamoorthi:** Will the Minister of Health and Family Planning be pleased to state:

(a) whether the Government are aware of the fact that adequate representations with regard to admission into the All India Institute of Medical Sciences are not given to Madras State; and

(b) if so, the reasons therefor?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar) (a) Admissions to the M.B.B.S. and the Postgraduate courses conducted at the All India Institute of Medical Sciences are made on an all India basis on merit. There is no reservation of any seat for admission to these courses, for any State or region in India but 5 seats are reserved for foreign students and 10 seats for Scheduled Castes and Scheduled Tribes candidates in the M.B.B.S. Course.

(b) Does not arise.

Release of Plots in Delhi

1165. **Shri N. S. Sharma:**
Shri Shri Gopal Sahoo:
Shri Sharda Nand:
Shri Brij Bhushan Lal:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that Government have recently taken a decision to release to the plot holders or House Building Cooperative Societies the land which was acquired by the Delhi Administration in the recent years; and

(b) if so, how much land has been released so far as a result thereof?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) No.

(b) Does not arise.

Sedimentary Basin between Kerala Coast and Laccadive Islands

1166. **Shri D. C. Sharma:** Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether a promising sedimentary basin between the Kerala coast and Laccadive Islands has been located by the Oil and Natural Gas Commission;

(b) whether any drilling has been done in the area; and

(c) if so, the outcome thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Tawa Irrigation Project

1167. **Shri Ram Singh Ayarwal:**
Shri Hukam Chand Kachwai:
Shri Nitiraj Singh Chaudhury:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether any additional funds have been provided for financing the Tawa Irrigation Project during the current year; and

(b) if so, the amount thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No.

(b) Does not arise.

Parliamentary Work by Personal Staff of Ministers

1168. **Shri Ram Charan:** Will the Minister of Finance be pleased to state:

(a) whether any proposal is under consideration to get the Parliamentary work done by the personal staff attached to the Ministers concerned instead of the Parliament Assistants as a measure of economy; and

(b) if so, the reasons therefor?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) Such an arrangement will not be feasible without augmenting the personal staff of Ministers and would thus not result in any economy.

Amount paid to Parliament Assistants

1169. **Shri Ram Charan:** Will the Minister of Finance be pleased to state:

(a) the amount paid to the Parliament Assistants working in the various Ministries during the years 1965-66 and 1966-67; and

(b) whether this allowance is being paid out of the allocations earmarked for the overtime allowance in the various Ministries?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) information is being collected and will be laid the Table of the House as soon as it becomes available.

(b) The allowance is being paid out of the allocation made under the Head of account, "Allowances and Honoraria".

मांगी

1170. **श्री राम चरण :** क्या वित्तमंत्री, व्यय तथा सम्भरण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में उनके मंत्रालय तथा उनसे सम्बद्ध तथा अधीनस्थ कार्यालयों में काम करने वाले अधिकारियों तथा कर्मचारियों को मिले हुए नीचे की संख्या के क्वार्टरों में मांगी काम करते हैं ;

(ख) यदि हां, तो क्या इसकी अनुमति है ; और

(ग) यदि नहीं, तो इस प्रथा को समाप्त करने के लिये क्या कार्यवाही की गई है ?

निर्माण, आवास तथा पूर्ति मंत्रालय में उप-मंत्री (श्री इकबाल सिंह) : (क) और (ख). केन्द्रीय लोक निर्माण विभाग के मालियों का यह कर्तव्य है कि वे सभी सरकारी क्वार्टरों से सम्बद्ध बगीचों तथा मैदानों का अनुरक्षण करें। निर्माण, आवास तथा पूर्ति मंत्रालय के अधिकारियों तथा कर्मचारियों के लिये कोई विशेष व्यवस्था नहीं है।

(ग) प्रश्न ही नहीं उठता।

निर्माण, आवास तथा सम्भरण मंत्रालय के अधिकारियों तथा कर्मचारियों को क्वार्टरों का दिया जाना

1171 श्री राम सरण : क्या निर्माण, आवास तथा सम्भरण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली स्थित उनके मंत्रालय तथा उससे सम्बद्ध और अधीनस्थ कार्यालयों में काम करने वाले अधिकारियों और कर्मचारियों के क्वार्टर अन्य मंत्रालयों और कार्यालयों के कर्मचारियों के क्वार्टरों की तुलना में अधिक सुविधाजनक स्थानों पर हैं ; और

(ख) यदि हां, तो इसका क्या कारण है ?

निर्माण आवास तथा पूर्ति मंत्रालय में उप-मंत्री (श्री इकबाल सिंह) : (क) जी नहीं।

(ख) प्रश्न ही नहीं उठता।

Fertiliser Factory for Paradeep

1173. **Shri Sradhakar Supakar:**
Shri Chintamani Panigrahi:
Shri N. R. Laskar:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether Government are aware of any proposal for setting up of a fertiliser factory in private sector at Paradeep;

(b) if so, the main features thereof;

(c) whether representatives of the British India Development Corporation visited Orissa in this connection recently; and

(d) if so, the findings thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) No firm proposals have been received so far for the setting up of a fertilizer factory at Paradeep in the private sector.

(b) Does not arise.

(c) Yes..

(d) Their detailed report is awaited.

Social Welfare

1176. **Shri P. P. Estheose:** Will the Minister of Social Welfare be pleased to state:

(a) the financial allocation for social welfare in the Third Plan, State-wise; and

(b) the target achieved?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) State-wise financial allocations in the Third Plan under the Head 'Social Welfare' are as given below:—

State	Rs. in lakhs
1	2
Andhra Pradesh	83·09
Assam	19·15
Bihar	35·24
Gujarat	38·11
Jammu and Kashmir	13·69
Kerala	39·37
Madhya Pradesh	70·00
Madras	51·63
Maharashtra	100·54
Mysore	30·04
Orissa	15·55
Punjab	74·30
Rajasthan	40·00
Uttar Pradesh	74·65
West Bengal	440·10
	1125·46

1	2
Delhi	73·65
Himachal Pradesh	17·00
Manipur	4·09
Pondicherry	7·32
Tripura	10·73
Andaman & Nicobar Islands	0·10
Grand Total	1238·30*

*This includes the amount of Central aid.

(b) Information on achievement of targets, state-wise, is being collected.

विदेशों को भेजी गई पेंशन तथा ब्याज पर अवमूल्यन का प्रभाव

1175. **श्री मृत्युंजय प्रसाद** : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि पेंशन तथा ब्याज के रूप में विदेशों को जो राशि भेजी जाती है उसमें गत वर्ष रुपये का अवमूल्यन होने के फलस्वरूप कितने रुपये की वृद्धि हुई है ?

उप-प्रधान मंत्री और वित्त मंत्री (श्री मोरारजी देसाई) : रुपये के अवमूल्यन के कारण, विदेशी ऋणों के सम्बन्ध में सरकार द्वारा दिये जाने वाले ब्याज की रकम में, रुपयों के रूप में, 1966-67 में 34.64 करोड़ रुपये की वृद्धि हुई और 1967-68 में यह बढ़ कर 45 करोड़ रुपये हो जायगी। इस सम्बन्ध में लोक सभा में 25 मई, 1967 को, तारांकित प्रश्न संख्या 83 का जो उत्तर दिया गया था उसकी ओर ध्यान दिलाया जाता है ।

जो पेंशनें रुपयों में निर्धारित की गयी हैं और जिनकी अदायगी विदेशों में की जानी होती है उनके सम्बन्ध में अवमूल्यन के कारण अदायगी के रुपया-मूल्य में कोई वृद्धि नहीं होगी; पेंशनों की रकमें समय-समय पर विद्यमान सरकारी विनिमय दरों के अनुसार भेजी जाती है । लेकिन जिन मामलों में पेंशनों की रकमें पौण्डों में निर्धारित होती हैं या जिनके लिये विदेशी मुद्रा में परिवर्तित करने की कम से कम दर की गारंटी दी गयी होती है । उनके सम्बन्ध में अवमूल्यन का अदायगी के रुपया-मूल्य पर अवश्य प्रभाव पड़ेगा । विदेशों में दी जाने वाली उन अधिकतर पेंशनों की जिम्मेदारी, जो 31 मार्च, 1955 को जारी थीं, उनके पूंजीकृत मूल्य की अदायगी करके ब्रिटेन की सरकार को अन्तरित कर दी गयी थी । इस तरह अन्तरित की गयी पेंशनों पर अवमूल्यन का कोई प्रभाव नहीं पड़ेगा । इसलिए, विदेशों में दी जाने वाली कुछ ही ऐसी किस्मों की पेंशनें बाकी रहती है, जिनके रुपया-मूल्य में अवमूल्यन के कारण वृद्धि होगी । इस सम्बन्ध में सूचना इकट्ठी करके सभा की मेज पर रख दी जायगी ।

Consortium of Public Sector Undertakings

1176. **Shri Swell**: Will the Minister of Finance be pleased to state:

(a) whether the Government have taken any decision with regard to the setting up of a Consortium of Public Sector Undertakings;

(b) the scope and functions of the consortium; and

(c) how this organisation will help the industrial production?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). A proposal for setting up Consortia of concerned Public Enterprises to supply equipment or take up other jobs of steel plants and power houses with a view to secure maximum utilisation of industrial capacity is under examination.

Foreign Exchange Seized in Bombay

1177 **Shri Ram Kishan Gupta:**
Shri Hukam Chand Kachwai:
Shri Jagannath Rao Joshi:
Shri Mohammad Ismail:
Shri B. K. Modak:
Shri Ganesh Ghosh:
Shri Bhagaban Das:
Shri Umanath:
Shri Ram Sewak Yadav:
Shri Maharaj Singh Bharti:
Shri George Fernandes:
Shri K. N. Pandey:
Shri A. B. Vajpayee:
Shri Kanwar Lal Gupta:
Shri Y. A. Prasad:
Shri N. K. Sanghi:
Shri Bedabrata Barua:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that foreign exchange of huge value was seized on the 30th April, 1967 at Bombay by the officers of the Preventive and Marine Division of the Central Excise;

(b) if so, the nature of the articles seized; and

(c) the action taken by Government in the matter?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). On 30th April, 1967 the followoing instruments of foreign exchange were seized in Bombay by the Central Excise officers:—

(i) British Postal Orders valued at £ 2,996-0-6

(ii) Travellers' Cheques valued at £ 30,100-0-0

(iii) Bank Drafts valued at £ 15,900-9-7

(iv) U.S. Travellers' Cheques valued at $41,000.00

(v) U.S. Bank Drafts valued at $ 14,001:09

At the official exchange rates, the value of the instruments of foreign exchange seized is about Rs. 14,41,490/—

(c) The instruments of foreign exchange seized have been confiscated under the Customs Act, 1962. Further investigations under the Foreign Exchange Regulation Act are in progress.

Lead Poisoning

1178. **Shri C. K. Bhattacharyya:**
Shri Baburao Patel:

Will the Minister of **Health and Family Planning** be pleased to state:

(a) whether Government's attention has been drawn to a statement by Dr. D. P. Banerjee, Medical Inspector of Factories, Bihar, "that the incidence of lead poisoning and other diseases arising out of the use of lead in industries are increasing alarmingly"; and

(b) if so, the precautionary measures proposed to be taken in the matter?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar) (a) At a symposium on "Lead Hazards in Industries" organised at Jamshedpur onn the 27th and 28th April, 1967, by the Bihar Factories Inspectorate and the Tata Iron & Steel Compay Ltd., Jamshedpur, Dr. D. P. Banerjee had stated that "Lead poisoning in different lead processes is quite high in Indian factories". However, in a study carried out by the Central Labour Institute no clinical case of lead poisoning was traced, though the workers were exposed to very large concentrations of lead.

(b) Necessary provisions already exist in the Factories Act and Rules and constant and strict vigilance is maintained to ensure that the rules are followed by the employers and the employees. Additionally, seminars and symposia are organised periodically to create consciousness of possible health hazards from lead and other toxic substances in industries and the need to adopt preventive measures. The recommendations made at these seminars and synopsis are effectively followed.

Re-Constitution of Pong Dam and Sutlej Beas Link Rehabilitation and Allotment Committees

1179. **Shri Hem Raj:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is proposed to reconstitute the Rehabilitation and Allotment Committees of the Pong Dam and Sutlej Beas Link; and

(b) if so, when they will be reconstituted and when their meetings are going to be called?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) Necessary steps to reconstitute these Committees, and call their meetings are being taken.

Drinking Water Schemes for Himachal Pradesh

1180. **Shri Hem Raj:** Will the Minister of Health and Family Planning be pleased to state:

(a) the various schemes of drinking wate from Himachal Pradesh which have been approved and sanctioned by the Central Government for the year 1967-6/8;

(b) the amount which is to be spent on them; and

(c) the share of the Central Government to be contributed towards them?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) During 1967-68 the Central Government has so far approved and sanctioned only one Water Supply Scheme, viz. the Solan Town Water Supply Scheme.

(b) the estimated cost of the scheme is Rs. 33.79 lakhs.

(c) Central assistance is given to the State Governments by way of loan to the extent of 100 per cent in the case of Urban Water Supply Schemes taken up under the National Water Supply and Sanitation Programme. So far as the Union territories with Legislatures are concerned, the Government of India only make lump sum provisions and the detailed working of the provisions is left to the Governments of the various Union Territories. The Government of Himachal Pradesh have made the following provisions for Water Supply Schemes in that State for the year 1967-68.

Water Supply and Sanitation Schemes

	Amount
	Rs.
Public Works Department:	32,00,000
Development Department:	3,00,000
Total (Plan)	35,00,000

Finance Ministers' Conference in Delhi

1181. **Shri Vasudevan Nair:**
Shri Indrajit Gupta:
Shri C. Janardhanan:
Shri Vishwa Nath Pandey:

Will the Minister of Finance be pleased to state:

(a) the subjects discussed during the last Finance Ministers' Conference held in Delhi; and

(b) the main decisions taken by the Conference?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The subjects discussed are the following:

(i) Resources for the Fourth Plan.

(ii) Resources for the State Annual Plans, 1967-68.

(iii) Budgetary position of the States.

(iv) Over drafts of the State Governments.

(v) Dearness Allowance to Government employees.

(b) No specific decisions were taken, though it was generally agreed that deficit financing and resourse to overdrafts should be avoided.

Rusting of Steel Stampings for Sabrigiri Projects in Kerala

1182. **Shri Vasudevan Nair:**
Shri C. Janardhanan:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the enquiry into the rusting of the steel stamping imported from U.S.A. for the Sabrigiri project in Kerala State has been completed;

(b) if so, the findings thereof; and

(c) the loss suffered by the Kerala Electricity Board on this account?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) and (c). The investigation report is being examined in consultation with the Ministry of Finance with a view to determine the extent of loss and also to fix the responsibility for the damage.

Central Advisory Committee for Hill Areas

1183. **Shri Hem Raj:** Will the Minister of **Planning** be pleased to state:

(a) whether the Central Advisory Committee for Hill Areas was constituted by Government;

(b) whether it is a fact that the said Committee has now been wound up;

(c) if so, the reasons therefor;

(d) whether it is proposed to revive the Committee in view of the special problems of the hill areas and whether any representation to this effect has also been received; and

(e) if not, the reasons therefor?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) to (e). The Central Hill Development Advisory Committee set up in April, 1964 under the Ministry of Food & Agriculture was wound up in 1965, as in the meantime, a Sub-Committee of National Development Council took over the consideration of the problems of development in Hill areas for the Fourth Plan period and appointed an expert group to examine these problems in detail. Based on the results of this examination, guide-lines were formulated and communicated to the Governments of concerned States and Territories with a request to take them into account in preparing their Fourth Plan proposals.

Fertilizer Factory for Haryana

1184. **Shri Randhir Singh:** Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whehter Government are considering to locate a fertilizer factory at some place in Haryana:

(b) if so, when that factory will start functioning; and

(c) if the reply to part (a) be in negative, the reasons therefor?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) No.

(b) Does not arise.

(c) The capacity already developed and being developed is expected to meet the demand.

Fertilizer Factory for Madhya Pradesh

1185. **Shri Atam Das:** Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether there is any proposal under consideration of Government to set up a fertilizer factory in Madhya Pradesh in the near future;

(b) if so, the location thereof; and

(c) the time by which it will be set up?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) to (c). The Fertilizer Corporation of India has been asked to revise the earlier Report for Korba Project on the basis of 600 tons

nes of ammonia and 1000 tonnes of urea per day and to reconsider the question of location of the site from the point of view of availability of good coal for the requirements of the plant. The report is awaited.

करेंसी नोटों पर मुद्रणालय का नाम छापा जाना

1186. **श्री आत्म दास:** क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार 1947 से पहले की भांति 100 रुपये तथा 1,000 रुपये के करेंसी नोटों पर मुद्रणालय का नाम छापने के प्रश्न पर विचार कर रही है;

(ख) यदि हां, तो क्या इससे छिपे हुए धन के परिचालन पर कोई प्रभाव पड़ेगा ; और

(ग) क्या इसके परिणामस्वरूप छिपा हुआ धन बाहर आ जायेगा ?

उप-प्रधान मंत्री और वित्त मंत्री (श्री मोरारजी देसाई) : (क) जी, नहीं । करेंसी नोटों और बैंक नोटों पर छापेखाने का नाम छापने की प्रथा कभी नहीं रही और न सरकार किसी ऐसे प्रस्ताव पर विचार कर रही है ।

(ख) और (ग). सरकार यह नहीं समझती कि ऐसा करने से वे परिणाम निकलेंगे जिनका उल्लेख किया गया है ।

Export of Oil to Nepal

1187. **Shri Hem Raj:** Will the **Minister of Petroleum and Chemicals** be pleased to state:

(a) the quantity of oil exported to Nepal during 1964-65 and 1965-66; and

(b) the quantity proposed to be exported in 1966-67?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a)

Year	Quantity (MT) of products exported.
1964-65	39,510
1965-66	37,490

(b) 45,180 metric tonnes.

Head Office of State Bank of India at Patna

1188. **Shri Deven Sen:**
Shri Madhu Limaye:

Will the Minister of **Finance** be pleased to state:

(a) whether the Government of Bihar have made any proposal or the Patna Branch of the State Bank of India Staff Association have made any suggestion to the effect that a separate Head Office be opened in Patna for Bihar State;

(b) whether similar separate Head Offices have been opened in Ahmedabad, Hyderabad and Kanpur;

(c) the profit per year of these Branches at the time of their constitution as Head Offices and the profit of the Patna Branch last year;

(d) the reaction of the State Bank thereto; and

(e) whether Government propose to issue directions to the State Bank in regard to the opening of the Head Office in Patna?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No suggestion has been made either by the Government of Bihar or by the State Bank of India Staff Association for the establish-

ment of a Local Head Office of the State Bank of India at Patna.

(b) Yes.

(c) Kanpur and Ahmedabad Local Head Offices were established in 1964 and their profits for the year 1963 were Rs. 23.60 lakhs and Rs. 17.47 lakhs respectively. Hyderabad Local Head Office, which was established in 1965, made a profit of Rs. 9.07 lakhs in 1964. The Patna Branch made a profit of Rs. 19.06 lakhs in 1965. These are approximate profit figures on a notional basis.

(d) Does not arise in view of the reply given to part (a).

(e) No. The State Bank has however decided, on administrative considerations, to establish a regional office at Patna.

Release of Foreign exchange to Students going Abroad

1189. **Shri P. G. Sen:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that the Reserve Bank of India has changed the Rules governing the release of foreign exchange to students going abroad for higher studies during the academic year 1967-68; and

(b) if so, the reasons therefor?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir.

(b) The changes made in the Rules and the reasons therefor are indicated in the statement laid on the Table of the House.

Statement

Change	Reason
(i) Students wishing to take Courses in engineering abroad will now need to have either a Degree in Engineering from an Indian University with not less than 55 per cent marks or a B.Sc. Degree with not less than 60 per cent marks to be eligible for release of foreign exchange. This rule will apply uniformally irrespective of the University or institution where admission has been secured.	It was felt that with increased facilities for study of engineering in India, a minimum marks restriction should be introduced even in respect of technical subjects.
(ii) Exchange will be released for taking up diploma courses in specified technical subjects by Graduates and undergraduates provided the candidates have secured not less than 60 per cent marks at the Matriculation or a higher examination in India.	Earlier this facility was available at certain specific institutions. Now this has been extended for all institutions.
(iii) From now onwards, foreign exchange will not be released for the Preparatory Courses including GCE (Advance Level).	Since higher minimum educational qualifications have now been prescribed for studies in technical subjects, it was not necessary to allow releases for such courses.
(iv) Scale of exchange released to students proceeding to U.K. and the Continent has been revised to £ 600/- per annum for living expenses plus fees.	To provide for the increased cost of living in U.K.

जैसलमेर में तेल की खोज

1190. **श्री प० ला० बारूपाल :** क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान के जिला बीकानेर के कुछ क्षेत्रों में और जिला जैसलमेर में तेल की खोज करने का काम आरम्भ किया गया है;

(ख) यदि हां, तो उसके क्या परिणाम निकले हैं ;

(ग) क्या उन स्थानों में तेल शोधक कारखाना स्थापित करने का विचार है ; और

(घ) यदि हां, तो कब ?

पेट्रोलियम और रसायन, योजना तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्री) रघु रामैया : (क) जी हां

(ख) मनहेरा निक्षा नामक स्थान पर व्यधित किये गये एक कुएं में गैस की विद्यमानता के चिन्ह पाये गये।

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता।

Upper Sileru Power Project

1191. Shri M. S. Murti. Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the machinery and other equipment required for the Upper Sileru Power Project has been obtained; and

(b) if so, when the project is likely to be completed?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) The first generating unit is expected to be commissioned in August, 1967 and the second unit in December, 1967 thus completing the project in the current year.

Employment for Tribal people in D.B.K. Railway Project

1192. Shri Nitiraj Singh Chaudhary:
Shri G. C. Dixit:

Will the Minister of **Social Welfare** be pleased to state:

(a) whether it is a fact that insignificant number of tribal people secured employment in the construction of DBK railway line and in the working of Bailadilla Iron Ore Mines in the Bastar District of Madhya Pradesh.

(b) if so, the reasons for preventing larger participation in employment by the tribal population; and

(c) the remedial measures which are under consideration of Government in this regard?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) to (c). Information is being collected and will be placed on the Table of the House.

Narmada Sagar Power Project

1193. Shri Nitiraj Singh Chaudhary:
Shri G. C. Dixit:
Shri Baburao Patel:
Shri Nathu Ram Ahirwar:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the U.S.S.R. has made certain offers in regard to the construction of Narmada Sagar (Punasa) Power Project;

(b) if so, the broad details thereof;

(c) whether the Madhya Pradesh Government have recommended inclusion of this project in the Indo-Soviet Trade Agreement.

(d) the difficulty, if any, in the inclusion of the Narmada Sagar Project in the Indo-Soviet Trade Agreement pending finalisation of inter-State disagreement on Narmada Valley Development particularly when this could save time; and

(e) if not, when the final decision to include the same in Indo-Soviet Trade Agreement will be communicated to the Government of Madhya Pradesh?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). V/O Energo-Mach-Export of USSR are reported to have offered to the Government of Madhya Pradesh, machinery and equipment for the Narmada Sagar (Punasa) Project.

(c) Yes.

(d) and (e). Foreign assistance for any project is sought only after it is technically cleared and necessary finance for its execution provided in the Plan. The Revised Narmada Sagar Power Project Report is awaited from the Government of Madhya Pradesh.

Educational Facilities to rHandicapped Children

1194. Shri S. C. Jha: Will the Minister of Social Welfare be pleased to state:

(a) whether any facilities were provided to educate the handicapped, specially the deaf and dumb children during the last three plans; and

(b) if so, the details thereof?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) Yes, Sir.

(b) Scholarships were awarded to handicapped students during the three plans as follows:-

Plan	Blind	Deaf	Orthopaedically Handicapped
I	20	..	..
II	185	236	228
III	435	400	942
	640	646	1170

In addition, the following institutions were established by the Central Government:—

1. *Model School for Blind Children, Dehra Dun.* This is a Secondary school providing free board, lodging, clothing and tuition to approximately 70 boys and girls.

2. *Model School for Mentally Retarded Children, New Delhi.* This school provides educational facilities to about 111 mentally retarded children.

3. *Training Centre for the Adult Deaf, Hyderabad.* This Centre provides training in engineering and non-engineering occupations to about 60 deaf students.

4. *National Library for the Blind, Dehra Dun.* This library circulates braille books free of cost to nearly 600 braille readers throughout the country.

Income Tax due from Shri Haridas Mundhra

1195. Shri P. K. Ghosh:
Shri Kartik Oraon:

Will the Minister of Finance pleased to state:

(a) the total arrears of income-tax recoverable from Shri Haridas Mundhra till this date; and

(b) the steps Government propose to take to realise the same?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Rs. 3,12,29,131.

(b) All possible steps provided in the Act including attachment of all known assets have been taken to recover the arrears. The attachment of several assets has been challenged in various courts. The suits pending in the courts are being contested by the Government and every effort is being made to realise the arrears expeditiously.

Wage Freeze

1196. Shri K. Haldar: Will the Minister of Finance be pleased to state:

(a) whether Government are in favour of Wage Freeze in the existing political climate;

(b) if so, the measures proposed to be taken for maintaining price stability; and

(c) the exact level at which the food prices are to be pegged?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Government consider it desirable that there should be restraint on wage increases in the present situation.

(b) and (c). Government recognise that a restraint on wage increases requires a corresponding restraint on increase in prices. Budgetary, credit and other policies are geared to this end.

Indian Investment Centre

1197. Shri Shashi Ranjan:
Shri Sidheshwar Prasad:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that the Indian Investment Centre is being replaced by Foreign Investment Board;

(b) if so, the reasons therefor and the difference between the two; and

(c) when this change is likely to take place?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) and (c). Do not arise.

Hindustan Latex, Kerala

1199. Shri A. Sreedharan: Will the Minister of **Health and Family Planning** be pleased to state:

(a) whether production has started in the Hindustan Latex, Kerala; and

(b) if not, when it is likely to start?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) No, Sir.

(b) The factory of the Hindustan Latex Ltd. at Trivandrum is expected to start production by the third quarter of 1968.

'Famine Levies' on Minerals and Metals in Bihar

1200. Shri P. K. Ghosh:
Shri Kartik Oraon:
Shri K. N. Pandey:

Will the Minister of **Finance** be pleased to state:

(a) whether the Government of Bihar have presented a memorandum seeking permission to impose surcharges of "Famine Levies" on minerals and metals; and

(b) if so, the reaction of Government thereto?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) Does not arise.

Medical College and Hospital at Wardha

1201. Shri D. S. Patil: Will the Minister of **Health and Family Planning** be pleased to state:

(a) whether Government have decided to put up a Medical College and Hospital at Wardha to immortalise the memory of Gandhiji at Sevagram; and

(b) if so, the probable date of starting and completing the Medical College and Hospital there?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) and (b). The Kasturba Health Society, Sewagram, propose to open a Medical College at Sewagram near Wardha. The question of rendering financial assistance to the Society for the purpose is under consideration.

Upgradation of Nagpur City

1202. Shri D. S. Patil: Will the Minister of **Finance** be pleased to state:

(a) whether there is a demand by the Central Government employees

at Nagpur and also by the Government of Maharashtra to upgrade the city of Nagpur;

(b) if so, whether Government have taken any decision to upgrade the city;

(c) if not, the reasons therefor; and

(d) when the decision is likely to be taken in the matter?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) Yes, Sir. Representations have been received for upgrading the city of Nagpur as 'B-1' for purposes of city compensatory and house rent allowances.

(b) and (c). No, Sir. Nagpur does not qualify for upgradation according to the existing criterion.

(d) Does not arise.

Revenue Received from Central Excises in Orissa

1203. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri K. Pradhani:
Shri Heerji Bhai:

Will the Minister of **Finance** be pleased to state the amount of revenue received from Central Excises from Orissa State during 1966-67?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): The amount is Rs. 19,43,88,000/ approximately.

Shifting of Office of the Deputy Accountant General, Orissa to Bhubaneshwar

1204. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of **Finance** be pleased to state:

(a) whether the entire office of the Deputy Accountant General, Orissa at Puri has been shifted to the main Office at Bhubaneshwar;

(b) if not, which sections are still functioning at Puri; and

(c) the reasons for not shifting them to Bhubaneshwar?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). The information is being obtained and will be laid on the Table as soon as available.

Quarters for Employees of Accountant-General's Office, Orissa

1205. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of **Finance** be pleased to state:

(a) whether the newly constructed staff quarters of the Accountant-General, Orissa are ready for occupation;

(b) whether these staff quarters are sufficient as compared to the employees working in the Office at present; and

(c) if so, the steps taken by Government to provide residential accommodation to all the employees of the Accountant General's Office, Orissa?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) The quarters presently under construction at Bhubaneshwar are likely to be ready by September, 1967.

(b) and (c). A phased programme of construction of residential quarters is in progress. nother lot of 256 quarters is proposed to be taken up for construction after work on the current construction is over.

Price of Caustic Soda

1206. **Shri Ramachandra Ulaka:**
Shri Dhaleshwar Meena:
Shri K. Pradhani:
Shri Heerji Bhai:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether the price of Caustic Soda has gone up recently;

(b) *If so*, the reasons therefor; and

(c) the steps taken to check the rise in price?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri R. Raghu Ramaiah): (a) Yes. The ex-works prices of different varieties of Caustic Soda have gone up by Rs. 64/- per tonne with effect from October, 1966.

(b) There is no control on the price of Caustic Soda. The industry has reported that the price increase is due to increase in cost of production

(c) The Tariff Commission has been requested by Government go into the cost structure of Caustic Soda and to recommend fair selling prices. The *Report of* the Commission is awaited.

Ghata Prabha Project

1207. **Shri M. N. Naghnoor:** Will the Minister of **Irrigation an Power** be pleased to state:

(a) when the Ghata Prabha Project in Gokak Taluk, Belgaum District of Mysore was started;

(b) the irrigation potential created and developed so far;

(c) the period of supply of water;

(d) when it is proposed to construct a reservoir and when it is likely to be completed;

(e) the cost of the Project; and

(f) the annual provision for the project during the Fourth Five Year plan period?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The Ghata Prabha Project was started in 1949.

(b) Irrigation potential created to the end of Third Five Year Plan is 91,600 acres.

(c) Left Bank Canal Stage I at present is only a monsoon canal till the construction of storage reservoir at Hidkal is completed.

(d) The Reservoir envisaged in the Project is under construction and the Project is scheduled to be completed in the Fifth Plan.

(e) The estimated cost of the Project is Rs. 1894 lakhs.

(f) The Government of Mysore provided a sum of Rs. 46 lakhs for this project during 1966-67. The State Government proposed a provision of Rs. 453 lakhs for 1967-68 and Rs. 1806 lakhs for the Fourth Five Year Plan. The outlays for Fourth Plan and for 1967-68 are yet to be finalised.

Petro-Chemical Complex at Barauni

1208. **Shri Kameshwar Singh:**
Shri A. Sreedharan:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) the progress so far made to instal the Petro-Chemical Complex at Barauni; and

(b) when it will be completed?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) nd (b). A feasibility study for the Aromatics Project comprising of extraction of benzene and xylenes at Barauni has been prepared. Even though, this report envisages completion of the first phase of the project by 1971, it is likely that the implementation is

delayed since the down-stream units linked to the project have to be properly planned. It is estimated that the first phase of the project will commence operation in 1972.

A letter of intent has been issued for setting up a Wax Cracking Unit at Barauni to M/s. Atlantic Richfield Co., but its progress depends upon the assurance of supply and the quality of the slack wax from the Lube Oil Plant of the refinery. Indian Oil Corporation have not yet been able to send the required sample of wax to the party. Further progress can be made only after the slack wax sample is supplied and analysed.

House Building Advances in Orissa and Rajasthan

1209. **Shri Dhaleshwar Meena:**
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Heerji Bhai:

Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) the number of applications received from the Central Government Employees in Rajasthan and Orissa for house building advances up-to-date separately;

(b) the number of applications approved by Government; and

(c) the total amount of loan granted to them so far?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh):

(a)	Rajasthan	..	96
	Orissa	..	159
(b)	Rajasthan	..	69
	Orissa	..	132
(c)	Rajasthan	..	Rs. 6,76,166
	Orissa	..	Rs. 9,41,255

Slum Clearance in Rajasthan and Orissa

1210. **Shri Dhaleshwar Meena:**
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Heerji Bhai:

Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) the amount actually granted for slum clearance in Rajasthan and Orissa during 1966-67 respectively; and

(b) the amount proposed to be allotted for the same purpose to Rajasthan and Orissa during 1967-68 separately?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) As these two State Governments did not report any expenditure during the year 1966-67 under the Slum Clearance Scheme, no financial assistance was granted to them for that year.

(b) The Government of Rajasthan have not made any provision under the Scheme during the year 1967-68. They will not therefore be eligible to get any Central financial assistance for this year. As regards Orissa, the central assistance tentatively proposed to be provided this year is Rs. 15 lakhs.

Irrigation and Power Research Schemes Sanctioned for Rajasthan

1211. **Shri Dhaleshwar Meena:**
Shri Ramachandra Ulaka:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether any research schemes have been sanctioned or are proposed to be sanctioned by the Central Board of Irrigation and Power in Rajasthan during 1967-68; and

(b) if so, the details thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). The proposal for allotment of the following power problems to the Rajasthan State Electricity Board for research under the scheme of Basic and Fundamental Research on Power Problems during 1967-68 is under active consideration in consultation with the Central Board of Irrigation and Power:—

(i) Study of insulator contamination in polluted and industrial atmosphere;

(ii) Transmission Line Support Design;

(iii) Lightning Effect on Overhead Lines.

(iv) Vibration Problems of Overhead Lines.

Irrigation and Power Schemes of Rajasthan Government

1212. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of Irrigation and Power be pleased to state the number of irrigation and power schemes of the Government of Rajasthan pending at present with the Central Government for sanction with their details in terms of money involved and the benefits expected from them?

The Minister of Irrigation and Power (Dr. K. L. Rao): A statement giving the requisite information is laid on the Table of the House. [Placed in Library. See No. LT-492/67].

Assistance for Flood Control Schemes

1213. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of Irrigation and Power be pleased to state:

(a) the extent of assistance given to the Rajasthan Government for Flood Control Schemes during 1966-67; and

(b) the names of Schemes for which the assistnce was granted?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The total of loans sanctioned to the Government of Rajasthan in 1966-67 for approved flood control schemes amounted to Rs. 1,31,34,000.

(b) Out of the above amount, a loan of Rs. 1,08,34,000 was given as earmarked assistance for the Ghaggar Flood Control Scheme. The balance amount was sanctioned for financing other approved flood control schemes included in the Plan as a whole.

Evasion of Income-tax in Orissa

1214. Shri K. Pradhani:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:

Will the Minister of Finance be pleased to state the number of cases regarding the evasion of income-tax in Orissa which are pending at present?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): 223 as on 15-5-1967.

Irrigation Schemes in U.P. and Madhya Pradesh

1215. Shri K. Pradhani:
Shri Ramachandra Ulaka:

Shri Dhuleshwar Meena:
Shri Heerji Bhai:

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 700 on the 6th April, 1967 and state:

(a) whether the proposals for irrigation in the Fourth Five Year Plan which have been formulated by the Government of Uttar Pradesh and Madhya Pradesh and which are under discussion with the Planning Commission have since been finalised; and

(b) if so, the results thereof?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) : Not yet.

(b) Does not arise.

Refinery-*cum*-Lube Plant at Haldia

1216. Shri K. Pradhani:
Shri Ramachandra Ulka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:

Will the Minister of **Petroleum and Chemicals** be pleased to refer to the reply given to Unstarred Question No. 701 on the 6th April, 1967 and state:

(a) whether any final decision has since been taken on the Refinery-*cum*-Lube Plant at Haldia; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghuramaiah): (a) No.

(b) Does not arise.

Breach in Kamala Embankment

1217. Shri Bhogendra Jha: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that to the north of Babu Barhi, a permanent breach of about two miles length has been left in the eastern Kamala embankment resulting in damage to thousands of acres of crops every year; and

(b) if so, when this long gap in the embankment will be completely closed?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) A gap of about 6 miles has been deliberately left in the eastern embankment on the Kamla from Bhakua to Barhi in order to admit the flow of Balan, Soni and Dhauri rivers into the Kamla.

(b) There is no proposal to close this gap which has deliberately been left after due technical consideration at the time of construction of the Embankment on Kamla river.

Reorganisation of Finance Ministry

1218. Shri S. K. Tapuriah:
Shri D. N. Patodia:
Shri Mohamed Imam:
Shri Gadilingana Gowd:

Shri Onkar Lal Berwa:
Shri Y. A. Prasad:

Will the Minister of Finance be pleased to state:

(a) whether he proposes to reorganise his Ministry;

(b) if so, the details thereof; and

(c) the economy in expenditure and efficiency expected as a result of the proposed reorganisation?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) to (c). It has been decided to abolish the Department of Coordination and to distribute the work of the Finance Ministry under three Secretaries, as against the existing four Secretaries. Reduction in the strength of other officers and staff will also be made. As the regrouping of subjects will be on a functional basis, it is expected to lead to greater efficiency.

A saving of over Rs. 2 lakhs during the remaining part of 1967-68 is expected.

राष्ट्रीय नेताओं की समाधियां

1219. **श्री यशवन्त सिंह कुशवाह :** क्या निर्माण, आवास तथा संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या स्वतन्त्रता संग्राम के सेनानियों, नेताजी सुभाष चन्द्र बोस, सरदार भगत सिंह, श्री चन्द्रशेखर आजाद की समाधियां बनाने के प्रस्ताव पर सरकार विचार कर रही है;

(ख) यदि हां, तो इन समाधियों के लिये कौन से स्थानों को चुनने का विचार है तथा ये समाधियां कब तक बनाई जायेंगी ; और

(ग) यदि नहीं, तो इसके क्या कारण है ?

निर्माण, आवास तथा संभरण मंत्रालय में उप-मंत्री (श्री इक्बाल सिंह) : (क) के (ग). कदाचित सदस्य महोदय का तात्पर्य नेताओं की मूर्तियां स्थापित करने से है। सरकार सार्वजनिक खर्चे पर मूर्तियां स्थापित करने के प्रस्ताव की हौसला नहीं करती। ऐसे प्रस्तावों को निगम निकायों, गैर-सरकारी संगठनों अथवा व्यक्तिगत तौर पर जो कि इस सम्बन्ध में पूर्ण व्यय को संभालें, के द्वारा परिचालित करने होते हैं। दिल्ली में मूर्तियों के सभी प्रस्तावों पर सरकार के द्वारा स्थापित समिति के द्वारा पहले विचार किया जाता है, जो कि समिति की सिफारिशों के आधार पर व्यक्तिगत मामलों पर निर्णय करती है।

नेताजी सुभाषचन्द्र बोस की मूर्ति के स्थापन का प्रस्ताव भारतीय नवयुवक संघ के द्वारा अथवा किसी अन्य प्रस्ताव के प्राप्त हुआ है। संसद भवन के अहाते में सरदार भगत सिंह की मूर्ति स्थापित करने के खर्चे को देने का प्रस्ताव इण्डियन एक्सप्लोसिवेज, इलाहाबाद ने किया है। ये प्रस्ताव अभी तक सरकार के विचाराधीन हैं। श्री चन्द्र शेखर आजाद की मूर्ति के सम्बन्ध में कोई प्रस्ताव प्राप्त नहीं हुआ है।

पिछड़ी जातियों का उद्धार

1220. **श्री यशवन्त सिंह कुशवाह :** क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने पिछड़ी जातियों के उद्धार के लिये सभी राज्यों की वित्तीय सहायता बन्द कर दी है;

(ख) यदि हां, तो क्या सरकार के वित्तीय सहायता के स्थान पर पिछड़ी जातियों के लिये सेवा में कुछ पद सुरक्षित किये हैं तथा कुछ उद्योगों में कुछ कोटा अथवा प्रतिशतता निर्धारित की है और

(ग) यदि हां, तो उसका ब्यौरा क्या है ?

समाज कल्याण विभाग में राज्य मंत्री (श्रीमती फूल रेणु गुह) : (क) नहीं ।

(ख) और (ग). प्रश्न नहीं उठते । सेवाओं में पिछड़ी जातियों के लिये पदों का आरक्षण पहले की तरह जारी है ।

Gold and Currency seized in Calcutta

1221. **Shri Vishwa Nath Pandey:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that gold valued at about Rs. 60,000 together with currency notes to the value of Rs. 50,000 were seized on the 19th April, 1967 by the Calcutta Customs from a shop at Burra Bazar, Calcutta; and

(b) if so, the steps which Government have taken in the matter so far?

The Deputy Prime Minister and Minister of Finance, (Shri Morarji Desai): (a) On 19th April 1967 the Calcutta Customs authorities searched a shop in Monohardes Street, Calcutta and seized gold valued at about Rs. 19,682 at the international rate (the market value of which is Rs. 40,000 approx.) and Indian currency notes worth Rs. 51,076.

(b) Three persons were arrested in this connection and produced before the Court who enlarged them on bail of Rs. 5,000 each. Investigation for the purposes of departmental adjudication are still in progress.

Opium Seized from a Passenger at Bangalore Railway Station

1222. **Shri Vishwa Nath Pandey:** Will the **Minister of Finance** be pleased to state:

(a) whether it is a fact that the Central Excise at Bangalore seized opium weighing 6.000 grams from a person from Lucknow as he arrived at the Bangalore Railway Station by the Secundrabad-Bangalore Express on the 21st April, 1967; and

(b) if so, the steps Government have taken in the matter so far?

The Deputy Prime Minister and the Minister of Finance (Shri Morarji Desai): (a) The information is correct, except that the quantity of Opium seized is 6300 grams.

(b) The case was made over to Railway Police Bangalore on 22nd April, 1967, and the accused has been convicted by Court on 27th April, 1967 under Sections 9(A) and (B) of Opium Act and fined Rs. 500 on each count and on default, to serve a sentence of simple imprisonment of one month on each count consecutively. The seized opium has been confiscated.

Central Social Welfare Board

1223. **Shri Onkar Lal Berwa:**
Shri Ram Kishan Gupta:
Shri R. K. Sinha:
Shrimati Savitri Shyam:

Will the Minister of **Social Welfare** be pleased to state:

(a) whether there is any proposal to convert the Central Social Welfare Board into a charitable company;

(b) if so, the details thereof; and

(c) how it will help in stepping up social welfare work?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) Yes, Sir. One of the alternative proposals under consideration is to convert the Central Social Welfare Board into a charitable company under section 25 of the Companies Act, 1956.

(b) The broad outlines of the proposal are laid on the Tables of the House. [*Placed in Library. See No.* LT—493/67].

(c) By giving a legal status to the Board it is hoped to improve the working of social welfare programmes. The Board is expected to enjoy a larger measure of autonomy in day-to-day working, with freedom to experiment with new ideas and schemes and thus secure the active participation of a large number of voluntary social workers. Besides the legal status will contribute to the growth of public accountability and responsibility.

नल कूपों को चलाने के लिये बिजली

1224. श्री महाराज सिंह भारती : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में इस समय नलकूपों तथा पम्पिंग सेटों को चलाने के लिए कितने प्रतिशत बिजली की सप्लाई की जा रही है ;

(ख) नये बीजों, खाद तथा खेती के तरीकों को ध्यान में रखते हुए, क्या सरकार ने इस बात का कोई अनुमान लगाया है कि देश में नल-कूपों की ज्यादा से ज्यादा कितनी आवश्यकता है और उनको चलाने के लिए कितने किलोवाट बिजली की आवश्यकता है;

(ग) यदि हां, तो क्या सरकार ने ऐसी कोई दीर्घकालीन वृहत् योजना तैयार की है जिसके अन्तर्गत देश में उन सभी नल-कूपों को जिनके लगाये जाने की सम्भावना है, बिजली दी जायेगी ; और

(घ) यदि हां, तो उसकी रूप-रेखा क्या है ?

सिंचाई और विद्युत मंत्री (डा० कु० ल० राव) : (क) नलकूपों और पम्पों को चलाने के लिए काम में लाई गई ऊर्जा के सम्बन्ध में पृथक-पृथक आंकड़े उपलब्ध नहीं हैं। परन्तु 1965-66 के दौरान देश में बेची गई कुल ऊर्जा का लगभग 6.9 प्रतिशत भाग कृषि सम्बन्धी कामों में लगाया गया।

(ख) चौथी पंचवर्षीय योजना में निम्नलिखित का निर्माण परिकल्पित है :—

1. लगभग 5000 अतिरिक्त सरकारी नलकूप, जिसमें से लगभग 4000 बिजली से चलाए जाएंगे।
2. लगभग 1 लाख गैर-सरकारी नल-कूप, जिसमें से लगभग 50 लाख बिजली से चलाए जाएंगे।
3. खोदे गये कूपों और सरिताओं आदि में लगभग 8 लाख पम्पों का लगाना।

इन नल-कूपों/पम्पों को ऊर्जित करने का काम मुख्यतः ग्राम विद्युतन कार्यक्रम के अन्तर्गत किया जाएगा। इस उद्देश्य के लिये अधिकांश राज्यों में बिजली पर्याप्त मात्रा में उपलब्ध होगी।

(ग) चौथी पंचवर्षीय योजना के आगे की अवधि के लिए नल-कूपों के निर्माण। पम्पों के प्रतिष्ठापन की कोई ठीक-ठीक योजना नहीं बनाई गई है। परन्तु भू-जल के सर्वेक्षण तथा अनुसन्धान के काम में चौथी योजना के दौरान तेजी लाई जा रही है और अगला विकास कार्यक्रम इन सर्वेक्षणों के परिणामों पर और कुछ हद तक चौथी योजना के दौरान हुई कार्यगति पर आधारित होगा।

(घ) प्रश्न नहीं उठता।

उत्तर प्रदेश के गांवों में बिजली लगाना

1225. श्री महाराज सिंह भारती : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन वर्षों में केन्द्रीय सरकार ने उत्तर प्रदेश सरकार को गांवों में बिजली लगाने तथा नलकूपों को चलाने के

लिये बिजली देने के लिये कुल कितनी सहायता दी है ; और

(ख) उस सहायता से कितने गांवों तथा नलकूपों के लिये बिजली की व्यवस्था की गई है ?

सिंचाई और विद्युत मंत्री (डा० कु० ल० राव) : (क) इस उद्देश्य के लिये उत्तर प्रदेश सरकार को पिछले तीन वर्षों में दी गई कुल केन्द्रीय ऋण सहायता वर्ष-वार नीचे बताई जाती है :—

वर्ष	केन्द्रीय ऋण सहायता लाख रु० में
1964-65 . .	265.00
1965-66 . .	591.79
1966-67 . .	1529.97
कुल .	2386.76

(ख) इस मामले में उत्तर प्रदेश सरकार की सलाह ली गई थी जिन्होंने निम्नलिखित जानकारी भेजी है :—

वर्ष	जिन बस्तियों में बिजली दी गई उनकी संख्या	गैर-सरकारी ऊंचित नल-कूपों और पंपों की संख्या
1964-65	2152	(उपलब्ध नहीं) परन्तु 31-3-65 तक 4554 गैर-सरकारी नल-कूपों को ऊंचित किया गया।
1965-66	671	4729
1966-67	110	19619
कुल	2,933	28902

गोरखपुर उर्वरक कारखाने में अनुसूचित जातियों के कर्मचारी

1226. डा० महादेव प्रसाद : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) गोरखपुर उर्वरक कारखाने में इस समय काम कर रहे पहली श्रेणी, दूसरी श्रेणी, तीसरी और चौथी श्रेणी के कर्मचारियों की संख्या कितनी है; और

(ख) उपरोक्त श्रेणियों में अनुसूचित जातियों के कर्मचारियों की पृथक-पृथक संख्या कितनी है ?

पेट्रोलियम और रसायन, योजना तथा सामाजिक सुरक्षा मंत्रालय में राज्य मंत्री (श्री रघुरामैया) : (क) और (ख) अपेक्षित सूचना इस प्रकार है :

पद की श्रेणी	कर्मचारियों की कुल संख्या	अनुसूचित जातियों के कर्मचारी
i	95	शून्य
ii	41	1
iii	653	9
iv	366	38
	1155	47

उर्वरक कारखाना, गोरखपुर

1227. **डा० महादेव प्रसाद :**
श्री विश्वनाथ पाण्डेय :

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) गोरखपुर में उर्वरक कारखाने के निर्माण में अब तक क्या प्रगति हुई है; और

(ख) अब तक कुल कितनी राशि खर्च की जा चुकी है ?

पेट्रोलियम और रसायन, योजना तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्री रघुरामैया) : (क) जहां तक सिविल कार्य और नलकूप एवं मशीनरी के लगाने का सम्बन्ध है, परियोजना अग्रिम स्थिति में है। नवम्बर / दिसम्बर 1967 तक परियोजना के पूरे होने की आशा है।

(ख) मार्च, 1967 के अन्त तक परियोजना पर खर्च की गई वास्तविक धनराशि 25.5 करोड़ रुपये थी और बचनबद्ध पर अनुत्सृत (undischarged) धनराशि 5.32 करोड़ रुपये।

गोरखपुर उर्वरक कारखाना

1228. **डा० महादेव प्रसाद :** क्या पेट्रोलियम तथा रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) गोरखपुर उर्वरक कारखाने में इस समय कुल कितने व्यक्ति कार्य करते हैं;

(ख) इसमें उत्तर प्रदेश के पूर्वी जिलों के लोगों की संख्या कितनी है; और

(ग) कारखाना चालू हो जाने पर कितने कर्मचारी रखे जायेंगे ?

पेट्रोलियम और रसायन, योजना तथा समाज कल्याण मंत्रालय में राज्य मंत्री (श्री रघुरामैया) : (क) 1428 नियमित कर्मचारी। 324 दैनिक दर पर कर्मचारी।

(ख) 803 नियमित कर्मचारी। 312 दैनिक दर पर कर्मचारी।

(ग) लगभग 1800 नियमित कर्मचारी।

Imports from U.S.A.

1229. **Shri Bhogendra Jha:** Will the Minister of Finance be pleased state:

(a) whether it is a fact that the World Bank had been pressing to liberalise imports specially from USA;

(b) whether uptil now the result of such liberalisation has not been helpful to the Indian interests; and

(c) if so, whether Government propose to undo the same?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) No, Sir.

(b) and (c). Better availability of imported raw materials, components and spares for the priority industries has helped in increasing industrial production and liberal imports of fertilisers, pesticides etc., are helping agricultural operations. In view of the benefits of the liberal import policy, it is proposed, as stated in para 21 of the Budget Speech of 25th May 1967, to continue it while taking care to safeguard all legitimate Indian interests.

Central Equipment Pool

1230. **Shrimati Jyotsna Chanda:**
Shri K. N. Pandey:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government have any proposal under consideration for the formation of a Central Equipment pool to procure equipment under foreign assistance and to supply equipment to the States and project authorities on a no-profit no-loss basis; and

(b) if so, the details thereof and the cost involved?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) The broad features of the scheme, as tentatively finalised, are that for the Central Equipment Pool which will be set up in the Central Water and Power Commission, earth-moving and construction equipment will be procured for renting out to State Irrigation projects. After the need of one projects for the equipment so allotted is over, it will be transferred to another State/Project according to needs. The Pool, will however, not cover the requirements of equipment in respect of projects already tied to specific foreign credits. The accounts of the Central Equipment Pool will be maintained on commercial basis and the scheme will be operated on a no-profit-no-loss basis. The programme of work in any State will be examined at the time the equipment is rented out to the individual State, so that on completion of one project, the equipment is deployed on another project in the same State or an another project in another State as may be considered necessary. Proper facilities for up-keep, maintenance, repairs and overhaul of machines will be provided by the Central and Regional workshops in each State.

The total cost of operation of the scheme over a period of five years is estimated to be about Rs. 55.43 crores (gross) inclusive of Rs. 26·14 crores of foreign exchange component for equipment and initial spare parts.

The object of setting up the Pool is to achieve more efficient utilisation of earthmoving and construction equipment on irrigation projects.

Construction Works in U.P.

1231. Shri K. N. Pandey: Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the Central Government have provided Rs. 45 crores for construction works in the field of agricultural production, minor irrigation and education in Uttar Pradesh during the Fourth Plan period; and

(b) if so, the works which will be undertaken in the State?

The Minister of Planning, Petroleum and Chemicals and Social Welfare (Shri Asoka Mehta): (a) and (b). Central Government does not provide assistance for construction works as such. The outlays for each of the programmes of agricultural production, minor irrigation and education, are determined by the State Governments on the advice of the Commission. The details of the programmes such as requisite construction works are sanctioned by the State Government. Central assistance is related to overall programmes.

Medical Personnel and Contraceptives for Sweden

1232. Shri K. N. Pandey: Will the Minister of Health and Family Planning be pleased to state:

(a) whether the Government of Sweden have approached Government to provide contraceptives and medical personnel for intensive family planning work in their country; and

(b) if so, the details thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes.

(b) The matter is under negotiation.

Welfare of Tribal People in West Bengal

1233. Shri Samar Guha: Will the Minister of Social Welfare be pleased to state:

(a) whether Government are aware that large parts of tribal areas of Bankura and Purulia Districts of West Bengal are under the grip of near famine conditions; and

(b) whether Government have undertaken any scheme of social welfare to help the poor people of these areas?

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha): (a) There have been reports about these areas having been affected by drought.

(b) Information has been called for from the State Government.

बुनाई की ऊन की रंगाई पर उत्पादन शुल्क

1234. श्री हरदयाल देवगुण : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को बुनाई की ऊन रंगने के उद्योग की ओर से इस आशय का कोई अभ्यावेदन मिला है कि बनाई की ऊन की रंगाई पर से केन्द्रीय उत्पादन शुल्क हटाया जाये; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

उप-प्रधान मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) : (क) जी, हां ।

(ख) मामला विचाराधीन है ।

Contraband Gold Hauled at Bombay

1235. Shri Vishwa Nath Pandey: Will the Minister of Finance be pleased to state:

(a) whether it is a fact that fire was opened by the officials of the Marine Preventive Division of the Central Excise to scade away gang of smugglers and to effect a haul of contraband goods valued at Rs. 10 lakhs at Bombay on the 11th May, 1967;

(b) if so, the details thereof; and

(c) the action taen by Government in the matter?

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): (a) and (b). In the early hours of 12th May, 1967 the officers of the Marine and Preventive Division of the Bombay Central Excise Collectorate had to fire in the air in order to effect seizure of some smuggle goods landed on the sea-beach off Cadell Road, Mahim, Bombay. The smugglers escaped, but an Ambassador car parked in front of a house on Cadell Road was seized, and on search thereof, 8,500 wrist watches worth about Rs. 9,50,000 were recovered. Further searches around the house and on the beach resulted in the seizure of six packages of cigarettes worth about Rs. 16,000 and 14 packages of nylon yarn worth about Rs. 75,000.

(c) The case is under investigation.

Cycloserine

1236. Dr. M. Santosham: Will the Minister of Health and Family Planning be pleased to state:

(a) whether Government propose to import certain essential life saving drugs such as Cycloserine, which are freely available in other countries, but are not obtainable in India; and

(b) if so, the steps proposed to be taken in the matter?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) and (b): The Government do not have any proposal at present for importing by themselves any life saving drugs such as 'Cycloserine' etc. However, Cycloserine is at present being imported both in bulk and finished form by pharmaceutical manufacturers and importers.

Similarly, other life saving drugs whose production has not yet been established are allowed to be imported in bulk for further processing.

Tawa Irrigation Project

1237. Shri Nitiraj Singh Chaudhary: Will the Minister of Irrigation and Power be pleased to state:

(a) when and by whom the Tawa Irrigation project was surveyed;

(b) whether rock found on masonary dam site was then tested for its suitability for base of masonary dam;

(c) if not, the reasons therefor;

(d) if the reply to part (b) above be in the affirmative, the reasons for carrying out experiments now at Poona;

(e) whether the masonary dam design is ready and whether it has been sent to the Project Engineers; and

(f) if not, the time by which the same is likely to be ready?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The Central Water and Power Commission carried out investigations for the Project during 1949-51. The topographical surveys and the geological explorations were done with the help of the Survey of India and the Geological Survey of India respectively. Subsequently, detailed surveys and investigations were carried out by the State P.W.D. in the year 1957 for the preparation of detailed designs.

(b) A few samples of the rock were tested for crushing strength and it was found that in the river bed, in a length of about 1400 feet, the rock was suitable for locating the masonry spillway. Further tests were, however, to be carried out.

(c) Does not arise.

(d) When the foundations were excavated for some portions of the masonry dam, it was found that the rock in a portion of the foundation comprised of weak sand stone with bands of coaly shales. On testing a number of these samples for crushing strength, it was found that the rock was weak for the foundation of masonry dam of the height required at site. As no risk can be taken in a structure of this magnitude, more detailed investigations were considered necessary before starting construction. Further detailed tests, such as Triaxial shear tests, photoelastic model tests etc. have been carried out at the Central Water and Power Research Station, Poona and some more tests have to be done on alternative designs, before deciding on most economical and safe design. Such additional tests are not unusual as new features come to light during excavation of foundation.

(e) and (f). Specification drawings for masonry as well as earth sections were supplied by the Central Water and Power Commission in 1963 for a dam with full reservoir level at 1134 designed for both irrigation and power generation. The State Government have, however since decided to build the dam for an FRL of 1166 for irrigation with only incidental power generation. The designs for the dam with the reduced height are under preparation in the Central Water and Power Commission and will be furnished to the State Government after completion of hydraulic, photo-elastic and other tests and studies required to ensure a safe dam. This is expected to take about six months or so.

Rent of Buildings in Chandigarh

1238. Shri K. N. Pandey: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether Government have fixed any rent for the buildings being used by the Governments of Punjab and Haryana in the Union Territory of Chandigarh; and

(b) if so, how much rent has been paid by each Government so far?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) and (b). No Sir. The matter is under consideration.

Electricity for Madhya Pradesh from Rihand and Hirakud Projects

1239. Shri G. S. Mishra: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the Governments of U.P. and Orissa are making available adequate power at agreed rates from the Rihand and Hirakud projects respectively to the Government of Madhya Pradesh as was agreed upon when the construction work was taken up;

(b) if so, the details thereof; and

(c) if not, whether Government propose to resolve the inter-State dispute in the matter?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) No power supply has yet been made available to Madhya Pradesh either from the Rihand Project or from the Hirakud Project.

(b) Does not arise.

(c) Both Uttar Pradesh and Madhya Pradesh have agreed that 15 per cent of saleable energy from Rihand would be supplied to Madhya Pradesh. The rate for the above power supply has also been settled. The transmission line from the UP/MP border to Morwa in Madhya Pradesh is ready. In Uttar Pradesh, the corresponding transmission line from Rihand to the border is in an advanced stage of construction. This section, however, is expected to be completed by September 1967 when power supply from Rihand to Madhya Pradesh will commence.

As regards power supply from Hirakud to Madhya Pradesh, it has been agreed by Orissa and Madhya Pradesh that 5 MW of power will be supplied. In Madhya Pradesh, the transmission line from the Orissa|MP border to Raigarh is expected to be completed by March 1968. In Orisa, the corresponding transmission line from Brajarajnagar to the border is to be constructed. The rate for power supply is under discussion and is expected to be finalised soon.

Tariff rates or power supplied to Hindustan Aluminium Company, Mirzapur and M.P. Government

1240. Shri G. S. Mishra: Will the Minister of **Irrigation and Power** be pleased to state:

(a) the rate of tariff at which power is being made available by the U.P. Electricity Board to the Hindustan Aluminium Company at Mirzapur and the rate of tariff at which power is supplied by them to the Madhya Pradesh Government;

(b) whether there is any difference in the rate of tariff; and

(c) if so, the reasons therefor?

The Minister of Irrigation and Power (Dr. K L. Rao): (a) Bulk power is being supplied from the Rihand system to the Hindustan Aluminium Corporation at the following rates:

(i) For an initial maximum demand of 55 MW—1,997 paise/kwh.

(ii) For additional maximum demand of 45 MW—3,506 paise/kwh subject to coal price adjustment.

No power is being supplied from the Rihand system to Madhya Pradesh yet.

(b) and (c). Do not arise at present.

Small-Pox Vaccine

1241. Shrimati Jyotsna Chanda: Will the Minister of **Health and Family Planning** be pleased to state:

(a) whether it is a fact that U.S.S.R. has offered Small-Pox Vaccine to assist anti-Small-Pox campaign launched by Government; and

(b) if so, how much vaccine has been offered?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) Yes.

(b) The quantity of freeze-dried small-pox vaccine now offered by the U.S.S.R. Government is 100 million doses per year. During the current year, 6.60 million doses of the vaccine have already been received. In the earlier years, the U.S.S.R. Government had supplied 650 million doses in three instalments of 250, 200 and 200 million doses.

सम्पदा शुल्क

1242. **श्री ज्योति भूषण:** क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) उन भूतपूर्व बड़ी रियासतों की संख्या कितनी है जिनके भूतपूर्व शासकों की मृत्यु के पश्चात उन के उत्तराधिकारियों से सम्पदा शुल्क लेना बाकी है;

(ख) उन भूतपूर्व शासकों की संख्या कितनी है, जिनकी मृत्यु के बाद सरकार को उन के उत्तराधिकारियों से इस आशय के आवेदन पत्र मिले हैं कि मृतकों द्वारा छोड़ी गई सम्पत्ति पारिवारिक सम्पत्ति घोषित की जाये,

(ग) ग्वालियर के महाराजा की मृत्यु के बाद उनके उत्तराधिकारी से सरकार को कितनी राशि सम्पदा शुल्क में मिली तथा अभी सम्पदा शुल्क की कितनी राशि लेनी बकाया है; और

(घ) भूतपूर्व शासकों के उत्तराधिकारियों से इस समय कितनी बकाया राशि वसूल की जानी है सरकार का इस राशि को किस ढंग से वसूल करने का विचार है और यह राशि कब तक वसूल कर ली जायेगी ?

उप-मंत्री तथा वित्त मंत्री (श्री मोरारजी देसाई) (क) से (घ). सूचना इकट्ठी की जा रही है और यथा सम्भव शीघ्र सदन की मेज पर रख दी जायगी ।

Accommodation for Staff of Trade Marks Registry Office, Okhla

1243. **Shri M. L. Sondhi:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that Trade Marks Registry Office, Okhla Industrial Estate is a subordinate office under the Ministry of Industrial Development and Company Affairs;

(b) whether it is also a fact that employees of other Central Government Offices situated in Okhala Industrial Estate are getting Government allotment through the Directorate of Estates;

(c) whether it is also a fact that this Trade Marks Registry Office was declared eligible for residential accommodation by the Directorate of Estates as early as Puly, 1962; and

(d) if the replies to parts (a) to (c) above be in the affirmative, why the employees of the Trade Marks Registry Office are not being allotted Government accommodation by the Directorate of Estates as per existing rules?

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri Iqbal Singh): (a) Yes.

(b) Employees of those Government Offices, the location of which at Delhi has been approved by the Accommodation Advisory Committee and are otherwise eligible for allotment of general pool accommodation according to the Allotment Rules, are allotted accommodation on their turn.

(c) No.

(d) The location of the Trade Marks Registry Office in Delhi has not been approved by the Accommodation Advisory Committee, which is a pre-requisite condition for becoming eligible for allotment of general pool accommodation.

Grants for construction of Dams

1244. Shri S. A. Agadi: Will the Minister of Irrigation and Power be pleased to state the amounts given as loans and/or Grants for the construction of the Bhakra, Tungabhadra, Nagarjuna Sagar, Upper Krishna and Sharawathi Projects, year-wise, since their inception to-date?

The Minister of Irrigation and Power (Dr. K. L. Rao): A statement containing the requisite information is laid on the Table of the House. [*Placed in Library. See No. LT-494/67*].

जमुना पर बांध

1245. **श्री रघुवीर सिंह शास्त्री :** क्या सिंचाई और बिजुत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि जमुना की पूर्वी तथा पश्चिमी नहरों में, जिन्हें हरियाणा तथा उत्तरप्रदेश के मेरठ और मुजफ्फरनगर जिलों में सिंचाई के कामों में लाया जाता है, पानी की अत्यधिक कमी है;

(ख) यदि हां, तो क्या जमुना पर एक बांध बनाने की कोई योजना विचाराधीन है; और

(ग) यदि हां,तो उसका ब्यौरा क्या है?

सिंचाई और बिजली मंत्री (डा० के० एल० राव) : (क) जी हां, । पूर्वी तथा पश्चिमी यमुना नहरों में प्रयोगार्थ पानी की कमी है ।

(ख) और (ग). बराज और संचय जलाशय विचाराधीन हैं लेकिन ब्यौरा अनुसंधान तथा परियोजना रिपोर्टों के तैयार होनेके उपरान्त ही मिल सकता है ।

Avanashi Canal Scheme in Madras

1246. Shri Nanja Gowder: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Avanashi Canal Scheme in Madras State has been included in the Fourth Five Year Plan;

(b) if so, the estimated cost thereof; and

(c) if not, the reasons therefor?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) to (c). The Government of Madras had, in their Draft Fourth Five Year Plan, proposed a scheme for provision of 'Irrigation facilities in Avanashi area'. The estimated cost of the scheme was shown as Rs. 430.4 lakhs. The Fourth Five Year Plan is, however, yet to be finalised.

दिल्ली में तपेदिक के रोगी

1247. **श्री ना० स्व० शर्मा :** क्या स्वास्थ्य तथा परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में तपेदिक के रोगियों की संख्या 21,000 है;

(ख) क्या यह भी सच है कि दिल्ली के अस्पतालों में इन रोगियों के लिये लगभग 1500 रोगी शय्यायें हैं;

(ग) यदि हां, क्या सरकार का विचार इन अस्पतालों में रोगी शय्यायें बढ़ाने का है;

(घ) यदि नहीं, तो इसके क्या कारण हैं; और

(ङ) पिछले छः वर्षों से कितने रोगियों को इलाज बहिर्वासी रोगियों के रूप में किया जा रहा है ?

स्वास्थ्य तथा परिवार नियोजन मंत्री (डा० सुशीला नायर) : (क) जी हां ।

(ख) जी हां ।

(ग) जी हां ।

(घ) यह उठता नहीं ।

(ङ) पिछले छः वर्षों में इलाज किये गए रोगियों की संख्या इस प्रकार है :—

1961	—	7631
1962	—	8702
1963	—	8686
1964	—	10821
1965	—	11431
1966	—	18948
	योग	66219

रिहान्द जल परियोजना

1248. श्री ना० स्व० शर्मा : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश के मिर्जापुर जिले में सूखे के कारण रिहान्द जल परियोजना संकट में है; और

(ख) यदि हां, तो सरकार ने इस सम्बन्ध में क्या कार्यवाही की है ?

सिंचाई और बिजली मंत्री (डा० कु० ल० राव) : (क) पिछली मानसून ऋतु में वर्षा के कम होने के कारण रिहान्द से बिजली के उत्पादन पर कुप्रभाव पड़ा है।

(ख) सहवर्ती दामोदर घाटी निगम विद्युत प्रणाली से काफी सहायता दिलाई गई है। वहां से रिहन्द बिजली प्रणाली को प्रतिदिन औसतन लगभग 15 लाख यूनिट बिजली सप्लाई हो रही है। वर्तमान छोटे ताप केन्द्रों में अधिकतम बिजली पैदा करने और औबरा तथा पंकी के नए ताप प्रतिष्ठानों को शीघ्र चालू करने के लिये भी प्रयत्न किये गए हैं। बड़े उद्योगों द्वारा खपत की जा रही बिजली में भी कटौतियां की गई हैं।

Incentive Bonus for Family Planning

1249. **Shri Y. A. Prasad:**
Shri Onkar Lal Berwa:
Shri N. K. Sanghi:
Shri S. C. Jha:
Shri Onkar Singh:
Shri Debabrata Barua:

Will the Minister of Health and Family Planning be pleased to state:

(a) whether it is a fact that Government have decided to give incentive bonus to married couples who give an undertaking to limit the size of their families to a maximum of two children; and

(b) if so, the details thereof?

The Minister of Health and Family Planning (Dr. S. Chandrasekhar): (a) and (b). No. Government have, on the recommendation of the Central Family Planning Council, appointed a Committee called the Small Family Incentive Committee. The Committee is to present its report to Government by the 30th September 1967. The recommendations of the Committee will be considered thereafter.

Italian-Loan for Fertiliser Factories

1250. **Shri Y. A. Prasad:**
Shri N. K. Sanghi:
Shri Debabrata Barua:
Shri Vishwa Nath Pandey:
Shri K. P. Singh Deo:
Shri Ram Kishan Gupta:
Shrimati Sharda Mukerjee:
Shri Indrajit Gupta:
Shri P. K. Deo:
Shri Dhirendranath:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether Government are negotiating with the Italian Government for loan for the fertiliser factories in India;

(b) whether the negotiations have been finalised; and

(c) if so, the factories for which the loan is being sought?

The Minister of State in the Ministry of Petroleum and Chemicals and of Planning and Social Welfare (Shri Raghu Ramaiah): (a) to (c). Yes. Agreement has now been reached, in principle, with the Italian Government for obtaining credit to meet the cost towards the foreign exchange requirements of Barauni and Namrup (Expansion) Fertilizer Projects.

12.17 hrs.

RE. CALLING ATTENTION NOTICES

(Procedure)

Mr. Speaker: Order, order. Shri S. M. Banerjee. He may refer to his Calling Attention Notice. Just one minute. After admitting the Calling Attention Notice about retrenchment; etc.,I received another Calling Attention Notice yesterday evening. The present one was admitted two days ago. Yesterday evening, a large number of notices were received, and they referred to cooks, water-carriers and so on and so forth. There were a number of them. Dr. Melkote, I think, gave it, or somebody else gave it. Since I have admitted this two days ago, naturally, I could not add all those names to this. I would suggest they can give notice of a Short Notice Question. It is important. They may give notice of a Short Notice Question and then we may find out from the Minister.

Shri Hem Barua (Mangaldai): How can you say that, Sir? You know a Member can give notice of a Short Notice Question. When one such question was submitted, the Minister refused to accept it.

Mr. Speaker: Of course, it is the Minister's business to answer or not. Only yesterday evening, I got those notices and so I could not add those names to this. I am only helping them.

Shri A. B. Vajpayee (Balrampur): You may allow them to put supplementary questions.

Shri P. Venkatasubbaiah (Nandyal): A half-hour discussion can be allowed instead of a Short Notice Question.

Mr. Speaker: I looked into the rules. A half-an-hour discussion arises out of an answer given to a question or something. Therefore, on a Calling Attention matter, a half-hour discussion does not arise. If a half-hour discussion is to be allowed later on, then that is a separate matter; but it cannot be on this Calling Attention Notice. That is what the rules say.

Shri M. R. Krishna (Peddapalli): Will you allow us to put some questions on it?

Mr. Speaker: There are about 50 of them. How can I help it? Therefore, I would suggest that a separate discussion would be better.

The Minister of Defence (Shri Swaran Singh): If the other questions are to be asked, I will appreciate if this can be taken up at 2.30, by which time I could get the material about the others also.

Mr. Speaker: We will finish this call attention. I am not taking that up now.

Shri S. M. Banerjee (Kanpur): This calling attention notice was given by us and I wrote to you saying that 2,000 people are losing their job today. By now they must have lost their job. I have great regard for Dr. Melkote and others, but what they do should not result in creating rivalry. I would like to draw the attention of the minister to this fact that he has tried to boost up the most anaemic federation of the INTUC—the Indian National Defence Workers Federation—by mentioning its name in this statement. He has not got the courtesy to mention the name of our Federation which champions the cause of the workers. I hold the minister responsible for this sort of partiality.

Shri Thirumal Rao (Kakinada): Sir, he is casting aspersion on us. We are

not connected with any labour organisation. We are members of this House and we have a right to draw the attention of the Government through a calling attention notice. We have not done it at the instigation of any trade union. I request you to give due consideration to our notice also.

Mr. Speaker: I have already explained that this was received 2 days ago and I had put it down for today. The other one was received yesterday evening. How can I add their names? Some other method will have to be found by them.

12.22 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

PROPOSED RETRENCHMENT OF DEFENCE WORKERS

Shri S. M. Banerjee (Kanpur): I call the attention of the Minister of Defence to the following matter of urgent public importance and I request that he may make a statement thereon:—

> "The proposed retrenchment of more than two thousand Defence workers in various Defence establishments at Delhi, Bangalore, Poona and other places from 1st June, 1967."

The Minister of Defence (Shri Swaran Singh): Mr. Speaker, Sir, a study was carried out by Army Headquarters in 1965 to re-examine the scales of non-combatants authorised in Army establishments. The Study Group made certain recommendations in order to rationalise the scales of non-combatants, taking into account the desirability of inculcating the spirit of self-help among combatants in the Indian Army. In the light of these recommendations, decisions were taken by Government, which involved inter alia, the abolition of the post of water carriers and reduction in the scale of sweepers authorised in the establishments of Army Units and formations. These decisions were incorporated in Government orders issued on the 13th August 1966.

2. Representations were received by the Ministry of Defence in October 1966 from some Members of Parliament against the retrenchment of large numbers of non-combatants (un-enrolled) in accordance with the decisions mentioned above. After considering these representations, Government decided in November 1966 that further implementation of the orders issued in August 1966 should be postponed till the 31st March 1967, and that every effort should be made to absorb the surplus employees in available vacancies in the various Defence installations in unskilled categories of posts like those of mazdoors, chowkidars, etc. It was also decided that the personnel who had already been retrenched might be recalled to duty if they had not been re-employed elsewhere and were willing to come back to their original posts. Necessary instructions in this repect were issued on the 24th December 1966.

3. As a result of further discussions between the Defence Minister and the representatives of the Indian National Defence Workers Federation on the 28th March 1967, Government decided that the implementation of their orders of August 1966 should be held in abeyance for a further period of two months with effect from the 1st April 1967.

4. The original decision was also reviewed in consultation with Army Headquarters in April-May 1967 and the conclusion reached was that the measures authorised in August 1966 were appropriate and should stand.

5. As a result of the all-out efforts made since August 1966 to re-employ as many as possible of the 5,962 surplus employees in alternative jobs,

[Shri Swaran Singh]

the number of personnel still to be adjusted had been reduced to 1,973 as on the 31st May 1967. Those individuals, who refused the offer of alternative employment, have been discharged.

श्री स० मो० बनर्जी : इस में दो, तीन बातें कही गयी हैं । पहले तो यह कहा गया कि हमारे जवानों को आदत डालने की जरूरत है कि वह खुद झाड़ू दें और पानी भरें इस लिए वाटर कैरियर्स और स्वीपर्स की पोस्ट्स को खत्म कर दिया गया है । दूसरे यह कहा गया है कि पहली अप्रैल, 1967 तक इस की अवधि को बढ़ा दिया गया था और 5683 आदमियों में से अब 1973 रह गये हैं जिनको कि मैंने 2000 खुद कहा था तो क्या यह सच है कि इन की अवधि पीरियड बढ़ी है । वह 31 मई 1967 तक बढ़ा दिया गया था और यह कहा गया था कि डिफेंस मिनिस्टरी ने फाइनेंस मिनिस्ट्री से सिफारिश की है कि एक महीना दो महीना बढ़ा दिया जाय ताकि इन लोगों को भी दूसरी नौकरी मिल जाय, यदि यह बात सच है तो फाइनेंस मिनिस्टरी ने आखिर सैंक्शन क्यों नहीं दिया जिसकी कि वजह से रिट्रेंचमैंट हो रहा है और 1973 आदमियों में से कितने आदमियों को जाब नौकरी मिली है ? मेरी इनफौरमेशन है कि एक भी आदमी को आलटरनेटिव जाब नहीं मिली है ।

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): Sir, consistently it has been argued by hon. Members on both sides that Government must take measures of economy. Economy can come only by removing redundant personnel from the various sections of Government. If the defence personnel is redundant in some quarters, they have got to be retrenched.

श्री मधु लिमये (मुंगेर) : अफसरों को नहीं ? अफसरों की तो संख्या बढ़ रही है ।

Shri Morarji Desai: If the officers are redundant they also should be retrenched. Hon. Members cannot speak with two voices. Once I am asked to retrench people. Then they say they should be kept on without any work and salary should be paid to them. The Government cannot be turned into a pinjrapole.

Shri S. M. Banerjee: Sir, I want a reply from the Defence Minister whether they have been provided with alternative jobs or not. The hon. Finance Minister has only intervened; I want my main question to be answered by the Defence Minister.

Shri Morarji Desai: I would not have interfered if the hon. Member had not asked why the Finance Ministry refused this. That is why I intervened to answer. We cannot go on being inconvenienced like this.

Mr. Speaker: The hon. Defence Minister may answer the other part of the question.

Shri Swaran Singh: Sir, I have in the statement given the total number of persons affected. 5683 is the number to whom offers were made. The number of those who actually accepted that offer is not at the moment available with me. Because all this happened rapidly and all over the country I have not got at the present moment the figures about those who actually availed of the offer.

Shri S. M. Banerjee: Sir, I rise to a point of order. This Calling Attention Notice was given with full particulars. I mentioned the number as 2000, I may correct it as 1973. The hon. Minister now wants to take shelter saying —he does not want notice— that this was done hurriedly. He does not know this thing has been going on in his Ministry for the last six months. I know because I am President of the All India Defence Employees Federation where these things

come up. Today he says that because this was done hurriedly he does not know the facts. Either the hon. Minister is utterly incompetent or he does not know and there is no co-operation between the Secretary and the Minister. Sir, I want your ruling on this point whether he can take shelter on that ground.

Mr. Speaker: There is no question of giving any ruling on this.

Shri S. M. Banerjee: Sir, this is a very serious matter. 2000 men are losing their jobs. Let him answer that.

श्री मधु लिमये : अध्यक्ष महोदय, जब गोपालस्वामी आयंगर सुरक्षा मंत्री थे तो मजदूरों के संघ के साथ लिखित करारनामा हुआ था कि जब कभी किसी मजदूर की छंटनी होगी, कोई भी कारण हो, तो उन को वैकल्पिक नौकरी मिलेगी, उसी स्तर की नौकरी मिलेगी और उसी स्केल में मिलेगी। तो मैं जानना चाहता हूं कि क्या इस करार को ये लोग तोड़ना चाहते हैं ?

दूसरी बात मैं यह पूछना चाहता हूं कि कि जिन लोगों को इन्होंने वैकल्पिक नौकरियां दी हैं और जिनकी संख्या उन्होंने कही है कि 5683 हैं तो उन में से कितने लोगों को उसी किस्म की उसी श्रेणी में और उसी तरह के वेतन, इन्क्रीमेंट के साथ नौकरियां मिली हैं। उसी तरह इन की जो सेवा है, अगर एक मुहकमे से दूसरे मुहकमे में जाते हैं या सुरक्षा मंत्रालय के किसी एक प्रकल्प में से दूसरे प्रकल्प में जाते हैं, तो क्या उन की सेवा टूटेगी या वैसे ही अटूट रहेगी।

Shri Swaran Singh: Sir, I must confess that I am not aware of this written understanding which the hon. Member says was entered into between the representatives of workers and the late Shri Gopalaswami Ayyangar. But, in a case of this nature I cannot see how a similar post could be offered. For instance, a large number of persons who have been retrenched are water carriers. The recommendation is that the post of water carriers as such is redundant because other things have happened and taps have been provided. Therefore, if it is demanded that if a water carrier's post is retrenched a similar post should be found for him, it is impossible to do it. In the categories, for instance, if he is in class 4 or in a particular level, the alternative employment should also be exactly of the same type. I am not aware of any such undertaking and it does not appear to be possible to give a firm understanding that any person who is rendered surplus must be given a similar job at the same salary and under the same conditions. It is not just possible, I will be quite frank with the House. Whereas every effort would be made to adjust them against other posts that may be available, it would be very difficult for any administration to give an undertaking that as soon as a person is retrenched there must be another post waiting for him exactly with the same emoluments. I am sorry, I cannot give that undertaking.

श्री मधु लिमये : मेरे प्रश्न का जवाब आना चाहिये। उन्होंने दो बातों को मिला दिया। मैंने जिस करार के बारे में कहा था वह तो वैकल्पिक नौकरी के बारे में था। मैं जानना चाहता हूं कि क्या कोई करार वैकल्पिक नौकरी के बारे में हुआ था। अगर हुआ था तो वह करार लागू हुआ या नहीं। मंत्री महोदय कहते हैं कि उन को जानकारी नहीं है। वह जानकारी ला कर दें। दूसरी बात मैंने पूछी थी कि जिन लोगों को नौकरियां दी गई हैं उन में से कितने लोगों को उसी किस्म का वेतन मिला है ? सेवा के बारे में पूछा था कि सेवा अटूट रहेगी कंटिनुइटी आफ सर्विस रहेगी या नहीं। उस का भी कोई जवाब नहीं आया।

Shri Swaran Singh: On the other two points which the hon. Member

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has again repeated, to the first one I have already stated in reply to a question asked by Shri Banerjee that figures are not available with me about the number of persons offered employment for the reason that these employments have been offered all over the country and all this information cannot be collected within a short period. The other question was about the continuity of service. There is no question of continuity of service because if a person is rentrenched then he has to wait for getting another employment. So, there is no continuity of service.

श्री एस० एम० जोशी (पूना) : अध्यक्ष महोदय मैं एक व्यवस्था का प्रश्न उठाना चाहता हूं । मेरे मित्र श्री मधु लिमये ने एक एग्रीमेन्ट के बारे में यहां जिक्र किया । उस वक्त मैं फैडरेशन का जनरल सैक्रटरी था । उस एग्रीमेन्ट में इक्वीवैलेन्ट जाब की बात है । जब पहले रिट्रेंचमेंट हुआ और उस में 6,000 लोगों की छंटनी हुई तो इक्वीवेलेन्ट जाब दिये गये और अगर उसी तरह के जाब नहीं दिये जा सके नीचे के जाब दिये गये तो उन लोगों की पे का प्रोटकशन किया गया । श्री मधु लिमये का सवाल यह है कि जिन लोगों को इक्वीवैलेन्ट जाब दिया गया है यानी अगर कोई फिटर था और उस को फिटर बनाया गया है तो उस की तन्ख्वाह को स्केल के बाटम से शुरू करते हैं या जितनी पाता था उतना ही दिया है ?

Mr. Speaker: It is all right. There is no point of order.

श्री मधु लिमये : यह कह सकते हैं कि हो रोज में सारी इत्तला इकट्ठी कर के देंगे ।

श्री एस० एम० जोशी : यह कैसे हो सकता है ? व्यवस्था का प्रश्न यह है कि यह एग्रीमेंट हुआ था और उस पर अमल हुआ था । 6,000 लोगों के बारे में एग्रीमेंट हो कर उन को इक्वीवैलेंट जाब्ज दिये गये थे । क्या उन्हें यह मालूम नहीं है ?

Mr. Speaker: I understand that. He has said that he has no information.

श्री राम सेवक यादव (बाराबंकी) : अध्यक्ष महोदय, प्रश्न का उत्तर नहीं आयेगा तो प्रश्न पूछेंगे ही हम लोग ।

Shri S. M. Banerjee: Unless this problem is amicably settled within ten days there is going to be gherao of his house and he will not be able to move. We are going to arrange it. I am not threatening. This is a fact.

Shri Morarji Desai: Sir, is this not an illegal threat of gherao of the parliament? It is nothing but a threat.

Shri S. M. Banerjee: Water carriers and sweepers lose job all over the country. Why has he become Deputy Prime Minister? This is a redundant job which should be abolished.

Shri Morarji Desai: The hon. Member does not know that the Deputy Prime Minister does not draw any extra salary as Deputy Prime Minister.

Shri S. M. Banerjee: But he has got privileges.

Shri Hanumanthaiya (Bangalore): Sir, I want to raise a point of order. Is it in consonance with the practice of this democratic institution to threaten the Minister instead of making out the point by way of reasoning? Does it not come under some kind of a breach of privilege if an hon. Member is threatened to take or not to take a decision? Very often it is said by some of the hon. Members themselves that they work under pressure or threats and all kinds of things and then they themselves begin to threaten the Minister to take or not to take a decision.. .. ..(Interruptions)

Shri Ranga: Sir, we dissociate ourselves from this suggestion and threat of Gherao, as we consider Gherao inimical to civil liberties.

श्री स० मो० बनर्जी : ऐसा थोड़े ही है कि लोक सभा में हार गये तो राज्य सभा में जगह दे दिया अम्बसेडर बना दिया ।

Mr. Speaker: The word 'gherao' is not yet defined, but whatever it is, threats are not at all desirable in the House, whether it is gherao or something else.

Shri S. M. Banerjee: My gherao will be peaceful.

Shri Bal Raj Madhok (South Delhi): We dissociate ourselves with gherao. We do not like this word 'gherao'. He may speak for himself and for his party.... (*Interruption*).

Shri S. M. Banerjee: Shri Madhok's party does not.... (*Interruption*).

Shri Ranga: This word is most important.... (*Interruption*).

Mr. Speaker: Now, shall we go to the business? I think, threats should not be used, whatever be the nature of the threat or whatever be the word.

Shri M. R. Krishna (Peddapalli): May I know....

Mr. Speaker: I am not going to call anybody whose name is not on the list. That is the practice of the House which I have not created. Shri Indrajit Gupta.

Shri Indrajit Gupta (Alipore): Sir, I am thankful to you that you have made it clear that this gherao business has not been defined. So, when it has not been defined, the Deputy Minister should not say that it is illegal; he should not try to define it.

My question is this. On page 2 of the statement, if the Minister will just refer to his statement, there is a categorical statement made that it was decided that personnel who had already been retrenched might be recalled to duty if they had not been re-employed elsewhere and were willing to come back to their original posts and that necessary instructions in this respect were issued on the 24th December 1966. That means that on 24th December 1966 the Ministry's position was that anybody who was declared surplus or was retrenched but was willing to come back to the original post would be called back. Then, at the end it says that the latest position is that individuals who refused the offer of alternative employment had been discharged. I want to know why this offer which stood on the 24th December has apparently been withdrawn now and why should not people who have been retrenched but are willing to come back to their original posts, be recalled.

Shri Swaran Singh: If the hon. Member had read the earlier four lines, the position would have been clear. On page 1 it is mentioned that although originally the Government decided in November that further implementation of the orders issued in August 1966 should be postponed till the 31st March, 1967 and that every effort should be made to absorb the surplus employees in available vacancies in the various Defence installations in unskilled categories of posts, if in the mean time that is after the issue of the original orders till the 24th December there were certain persons who had been retrenched and who had not been given any employment they could also come back to the original posts that they held because we had postponed the overall retrenchment for a period of a number of months ending on 31st March 1967. So, that was a concession that was available to those who had been retrenched during that period. This date of 31st March had been further extended by two months and this expired on 31st May. Now, the present position is that there is no present order of the continuance of these posts having been retrenched. Obviously, the situation as it obtained

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on 24th December is no longer obtaining now when the extended time has also expired.

Shri Indrajit Gupta: Sir, the point must be clarified . .

Mr. Speaker: That is all. He says, he has not got some information. I cannot compel him.

Shri Indrajit Gupta: He does not say that he has not got the information. There are 1,973 people on their list as redundant. Should they not be retained in their original posts till alternative jobs are found for them?

Shri D. C. Sharma (Gurdaspur): On a point of order, Sir.

Unfortunately, the Ministry or the Government of India has stuck to those very names of different categories of workers which the Britishers gave to us, the categories called watermen, sweepers . . .

Mr. Speaker: There is no point of order.

Shri D. C. Sharma: I am coming to that. I want to ask the hon. Minister why he has stuck to that nomenclature of categories, watermen, sweepers, etc. and why he has not changed the nomenclature and told us what particular functions they are discharging and all that. Then, I think, the whole question would have been clear.

Mr. Speaker: There is no point of order

Shri Surendranath Dwivedy (Kendrapara): Sir, I think, the rule should be amended to provide Members raising the points of disorder also.

Mr. Speaker: The Rules Committee may consider it. One thing I want to make clear that all the points of order will be answered by the Speaker, not by the Minister.

Shri M. R. Krishna: I rise on a point of order. My point of order is very simple. The statement which the Defence Minister has made is not correct that they retrench people on the basis of effecting economy. I only want to find out whether the Defence Minister or the Finance Minister, at any stage, has tried to find out whether employing these well-trained combatants to do the work of sweepers or watermen is more economical than appointing civilians . . .

Mr. Speaker: He may kindly resume his seat. There is no point of order.

Shri M. R. Krishna: This is very important. It depends on . . .

Mr. Speaker: I have heard him; I have followed him. Shri Goel.

Shri Shrichand Goel (Chandigarh): It is unfortunate that whenever this Government wants to effect some economy in the administration, it always makes a start on the class IV employees, the poor people belonging to scheduled castes and tribes, sweepers, cooks, watermen, etc. I want to know whether the retrenchment of these employees and the taking up of the same job by combatants will not affect the efficiency of the combatant ranks because I know that once in Ambala, when the Amar Project for the construction of houses for the military personnel was conducted by these people, that affected their efficiency and at the time of war, they were found wanting . . .

Mr. Speaker: What is your question?

Shri Shrichand Goel: I would like to know why are these employees who have served the Department for 20 years being retrenched without making a provision for alternative employment for them.

Shri Swaran Singh: To the first question, my reply is that this recommendation was made by the Army authorities themselves and they know fully well the implications of their proposal. They went into it at great

length and recommended that they would like to encourage a certain element of self-help amongst the members of the Armed forces. He should welcome that rather than try to find fault with that.

The second question is about these employees having served long years and that Government should always provide alternative job for any person who is found surplus to the requirement. Government have never given that undertaking and it is very difficult to honour such an undertaking even if it is given.

Mr. Speaker: What is Mr. Buta Singh's point of order?

श्री बूटा सिंह (रोपड़) : मेरा एक व्यवस्था का प्रश्न है । हमारे संविधान में शैडयूल्ड कास्ट और शैडयूल्ड ट्राइब्ज के लिए नौकरियां देने की और सरकारी आसामियों में उनको काम देने की एक विशेष व्यवस्था की गई है । इस रिट्रेंचमेंट में मंत्री महोदय बहुत बड़ी संख्या में शैडयूल्ड कास्ट और शैडयूल्ड ट्राइब्ज के लोगों को नौकरियों से हटाने जा रहे हैं....

Mr. Speaker: That is entirely a different thing. That has nothing to do with point of order. He may please sit down.

श्री बूटा सिंह : मैं आपकी व्यवस्था चाहता हूं । संविधान की उस धारा का यहां उल्लंघन हो रहा है जिस के तहत इन लोगों को नौकरियां देने की बात कही गई है । मैं आप से प्रार्थना करता हूं कि आप मंत्री महोदय से कहें कि उनको रिट्रेंच करने के बजाय गवर्नमेंट के किसी दूसरे डिपार्टमेंट में रख लिया जाये ।

Mr. Speaker: That has nothing to do with point of order.

I would have entered in the list all your names if you were a little vigilant, and had given me the names earlier. Yesterday evening the list came after everything was admitted. Now you want to take advantage of point of order. I would very much have liked to put all your names. I would not have lost anything by including a few names. Yesterday evening you gave something in a hurry and now you raise points of orders. What am I to do? I want the guidance of the hon. members. It becomes impossible for me.

Shri G. Viswanathan (Wandiwash): On a point of order.

Mr. Speaker: I am calling all the members in the list. I will call him also.

Dr. Melkote (Hyderabad): On the 12th of last month I raised a question in the Committee on Subordinate Legislation of Parliament with regard to retrenchment.

Mr. Speaker: He cannot raise that now.

Dr. Melkote: I am not making any statement. The Defence Department told us in the Committee that they were considering deferring this retrenchment. On account of this, I could not submit the list before; I could submit it only yesterday. I wish you give us permission to ask questions about it. The question relates not only to retrenchment, but it has a wider purview.

Mr. Speaker: He can discuss with the Minister later.

श्री कामेश्वर सिंह (आगरिया) : क्या प्रतिरक्षा मंत्री ने वित्त मंत्री से अनुरोध किया था कि 31 मई के बाद भी इन लोगों को काम पर रहने दिया जाए, यदि किया था तो वित्त मंत्री ने इस अनुरोध का क्या जवाब दिया था ?

Shri Swaran Singh: It was in consultation with Finance that on two occasions extensions were given: one till 31st March, as I have already said, and the other, for a further period of two months, i.e., till 31st May. These two extended periods were given in

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consultation with Finance, but then we came to the conclusion that whereas our efforts should be to find other jobs for them to continue, they need not be borne on our pay rolls for any longer period.

Shri S. Kundu (Balasore): Is it a fact that the study group did not recommend specific cases of retrenchment? Is it also a fact that the Navy and Air Force wings of the Defence Forces strongly objected to the retrenchment of these people? Is it a fact that Government are not going to pay anything towards retrenchment compensation which is ordinarily allowed to industrial workers under the Industrial Disputes Act? In view of the fact that these persons had worked hard during the Indo-Pakistan hostilities and also the Chinese aggression, will the hon. Minister consider the question from the human angle of mercy and see that this retrenchment is withheld because these are cases of class IV employees who rendered very valuable service to this country when the country was facing aggression from China and Pakistan?

Shri Swaran Singh: It was on the recommendation of the Army authorities that this decision was taken. The hon. Member had said that the study group had not made any specific recommendations. On the other hand, they did make specific recommendations that the posts of water-carriers should be abolished altogether. They also recommended reduction in the scale of sweepers and certain other things. So, it is precisely on the recommendation of the Army authorities that that decision has been taken.

As regards retrenchment benefits, whatever benefits are allowed under the rules will certainly be available to them. The hon. Member's third question was whether they could be continued or whether we could find alternative jobs for them. On those points, I have already clarified the Government's position.

Shri S. Kundu: Was it a fact that the Navy and Air Force wings had strongly objected to their retrenchment?

Shri Swaran Singh: That is not a fact. This does not relate to the Air Force and the Navy; this recommendation related only to the Army establishment.

Shri S. Kundu: In the study group's recommendation, the Air Force and Navy wings....

Mr. Speaker: Now, Shri G. Viswanathan.

Shri G. Viswanathan: In reply to the first question, the hon. Defence Minister had made a statement which I think is an incorrect statement, namely that without working they receive their salary. These water-carriers, cooks and sweepers work fifteen hours a day without any rest from 4 a.m. to about 7.30 p.m. Again, for the officers' mess, every group of six officers has four servants, whereas in the case of the jawans or other soldiers, they have only two servants for every hundred persons. This is pure discrimination. There is inhuman treatment meted out to them. They cannot ventilate their grievances. They are not allowed to have any union or any sort of association. Government have taken shelter under article 33 of the Constitution and section 21 of the Army Act and prohibited them from forming any union. This is complete discrimination. Either they should be allowed to have their union or under the Army Act they should be provided with all the benefits. About 10,000 families are going to be affected, and Government must give an assurance that they would not be retrenched.

Shri Swaran Singh: I have listened very carefully but most of the things that the hon. Member has said relates to suggestions or comments. I

could not catch any particular point on which he was asking for specific information.

It is true that so long as these persons were working they were doing certain jobs. The recommendation of the study group was that this was a sphere in which the scale could be revised. That recommendation has been accepted, and as a result of that, certain persons are being retrenched. As for alternative jobs, we shall do our best. It is a human problem, and I have the greatest sympathy for these people from the human angle, and it is with this object that we shall do our best to find other jobs for them; they will be given a certain higher priority in the employment exchanges; if there are any vacancies anywhere, we shall try to fit them in those vacancies. We have already done something and this effort will continue.

12.56 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER CUSTOMS ACT ETC.

The Minister of State in the Ministry of Finance (Shri K. C. Pant): I beg to lay on the Table—

(1) A copy each of the following Notifications under section 159 of the Customs Act, 1962:—

(i) G. S. R. 728 published in Gazette of India dated the 20th May, 1967.

(ii) G. S. R. 729 published in Gazette of India dated the 20th May, 1967.

(iii) G.S.R. 754 published in Gazette of India dated the 20th May, 1967.

(iv) G.S.R. 778 published in Gazette of India dated the 26th May, 1967.

[*Placed in Library. See* No. LT-485/67]

(2) A copy each of the following Notifications under section 159 of the Customs Act, 1962 and section 38 of the Central Excises and Salt Act, 1944:—

(i) The Customs and Central Excise Duties Export Drawback (General) Twenty-ninth Amendment Rules, 1967, published in Notification No. G.S.R. 730 in Gazette of India dated the 20th May, 1967.

(ii) The Customs and Central Excise Duties Export Drawback (General) Thirtieth Amendment Rules, 1967, published in Notification No. G. S. R. 731 in Gazette of India dated the 30th May, 1967.

(iii) G.S.R. 732 published in Gazette of India dated the 20th May, 1967, containing corrigendum to G. S. R. 1557 dated the 8th October, 1966.

[*Placed in Library. See* No. LT-486/67]

(3) A copy of the Central Excise (Eighth Amendment) Rules, 1967, published in Notification No. G.S.R. 747 in Gazette of India dated the 16th May, 1967, under section 38 of the Central Excises and Salt Act, and Salt Act, 1944. [*Placed in Library. See* No. LT-486/67].

12.57 hrs.

BUSINESS ADVISORY COMMITTEE

SECOND REPORT

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): I beg to move:

"That this House agrees with the Second Report of the Business Advisory Committee presented to the House on the 31st May, 1967."

Mr. Speaker: Motion moved:

"That this House agrees with the Second Report of the Business Advisory Committee presented to the House on the 31st May, 1967.".

श्री रामलेखक यादव (बाराबंकी) : सभ्यक महोदय, मैं यह निवेदन करना चाहता हूं कि कार्य मंत्रणा समिति की इस रिपोर्ट की प्रतियों को इस सदन के सदस्यों में प्रसारित किया जाये । मैं यह भी जानना चाहता हूं कि इस रिपोर्ट में कार्य जिस क्रम में दिया गया है, क्या वह इसी प्रकार लिया जायेगा, या उस में फर-बदल होगा । अगर उस में कोई फर-बदल होगा,तो उसको कब तक निश्चित किया जायेगा, क्योंकि ठीक सूचना न होने से सदस्यों को अपना कार्यक्रम तय करने में बड़ी दिक्कत होती है ।

डा० राम सुभग सिंह : हम इस बात की कोशिश करेंगे कि यह कार्यक्रम इसी क्रम से लिया जाये, लेकिन कुछ मंत्रियों की ओर से यह निवेदन आया है कि अमुक तारीख पर ही उन की मांग ली जाए । उन की सहूलियत के अनुसार इस क्रम में परिवर्तन करने का विचार है । लेकिन हम एक बार जो तिथि प्रसारित करेंगे उस के बाद हम उस को लागू करने की कोशिश करेंगे ।

श्री राम सेवक यादव : इस में फेर-बदल निश्चित हो जायेगा ?

डा० राम सुभग सिंह : हम पांच सात दिनों में तिथियां निर्धारित कर देंगे । अनिश्चितता इस बात में है कि रेलवे बजट अब तक खत्म हो जाना चाहिये था, लेकिन वह अभी चलता जा रहा है । हाउस में जो कार्यवाही होती है, अगर उस के समय में वृद्धि हो जाये, तो मजबूरी होती है ।

श्री मधु लिमये (मुंगेर) : कुछ अनावश्यक काम भी लाए जाते हैं, जिन में समय जाता है । जैसे, कल वाला विधेयक था । उस को कल लाने की क्या जरूरत थी ? उस में दो घंटे चले गये । उस को बजट के बाद लाया जा सकता था ।

डा० राम सुभग सिंह : मैं माननीय सदस्य की बात को मानता, लेकिन वह विधेयक उन की समझ में अनावश्यक था, जबकि हमारे विचार से वह आवश्यक था, जैसा कि कल वोटिंग में मालूम हुआ ।

एक माननीय सदस्य : हर वक्त बहुमत की बात की जाती है ।

डा० राम सुभग सिंह : जो सदस्य इस सदन में आते हैं, वे बहुमत के आधार पर ही आते हैं । इस लिए बहुमत की बात करना अनुचित नहीं है ।

श्री बलराज मधोक (दक्षिण दिल्ली) : अलग अलग मंत्रालयों की डिमांडस जिस क्रम में दी गई है, उस के बारे में निश्चित हो जाना चाहिए कि उस में परिवर्तन नहीं होगा । जैसे, शिक्षा मंत्रालय यह चाहता है कि उस के अनुदान जुलाई के मिडल में लिये जायें, ताकि जो कमेटी बैठी हुई है, वह फैसला कर लें । लेकिन जो कुछ भी परिवर्तन आदि करना है, वह कर लिया जाना चाहिए, ताकि हम लोगों को अपना कार्यक्रम तय करने में सुविधा रहे ।

कई काम ऐसे आ रहे हैं, जिस से बाकी टाइम-टेबल अपसेट होने की सम्भावना है । उस के कारण शनिवार को भी सदन की बैठक करने का सुझाव दिया जा रहा है । मेरी प्रार्थना है कि गर्मी के दिनों में शनिवार को कई कार्यक्रम होते हैं. इस लिए शनिवार के दिन सदन की बैठक न की जानी चाहिये और केवल सप्ताह के पांच दिनों के लिए कार्यक्रम बनाया जाये ।

Mr. Speaker: I know. The Business Advisory Committee has also recommended not to sit on Saturdays. Many members have also requested.

The question is:

"That this House agrees with the Second Report of the Business Advisory Committee presented to the House on the 31st May, 1967."

The motion was adopted.

Shri S. M. Banerjee (Kanpur): Before you go on to the next item.....

Mr. Speaker: The next item is lunch.

Shri S. M. Banerjee: We have read in the newspapers yesterday that the Gajendragadkar Commission has presented its report.

Mr. Speaker: That is coming tomorrow.

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13 hrs.

The Lok Sabha then adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at Fourteen of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

RAILWAY BUDGET GENERAL DISCUSSION—*Contd.*

Mr. Deputy-Speaker: We shall take up the Railway Budget—General discussion now Shri Dipa.

Shri A. Dipa (Phulbani):** Mr. Deputy-Speaker, Sir, I do not find there has een any proposals for construction of new railway lines during the Fourth Five Year Plan and I consider the State of Orissa is completely ignored.

The proposed railway line between Rourkela and Talcher is not going to be taken up as I am informed. After completing the survey for construction of a Railway line between Khurdha Road to Bolangir in 1946-47, nothing has been done yet. The D.B. K. Railway project has been surveying for a Railway link between Ambaguda and Lanjigarh and yet it has not been decided whether it will find a place in the 4th Plan. It was brought to the notice of the Ministry of Railways to construct a rail line between phulbani and Berhampur but the Minister has informed me that the Railway Board has no proposal for such construction. It is distressing that the Railway Board has ignored the claim for development of undeveloped areas. The Indian Railways have failed to lay any railway line in the Phulbani District. The people of the area have to go hundreds of miles to reach the rail line. The area in question is predominated by *Adibasis* and *Harijans* and it is unbecoming in a democratic country to go on neglecting development in such areas and all will agree with me that it is neither the policy of our democratic country. I have proposed to the Railway Minister for construction of a Railway line between Talcher-Berhampur. In view of its importance it must be surveyed and be constructed during the 5th Plan. I beg to submit Sir, that the construction of the above railway lines i.e. Rourkela-Talcher and Cuttack-Paradip line, Khurdha Road-Bolangir, Ambaguda Lanjigarh lines may be taken up for construction as early as possible.

In all the Branch Railway lines running in Orissa State we do not have proper waiting rooms and in most of the waiting rooms it has been seen that railway staff is in occupation.

In most of the stations, the arrangement for supply of drinking water to the passengers is lacking. The inconvenience caused to the IIIrd class passengers has no limit. All the passengers running inside the State of Orissa are having ugly old coaches. In many cases there are no lights, very old seats and have hardly any fans. Over and above most of the Railway staff in Orissa lack in good behaviour and do not discharge their duties as desired.

During the current budget the rates of IIIrd class fares have been increased and along with freight has also been increased. While the prices of commodities will rise, due to higher freight rates the poor will also have to pay high for the Railway journey. It

**The Original speech was delivered in Oriya.

[Shri A. Dipa]

is desirable that Oriyas be recruited proportionately to the railway service that the passengers and the general public in Orissa can easily understand them who are very uneducated and backward.

Shri J. K. Choudhury (Tripura West): Mr. Deputy-Speaker, Sir, if I gate-crashed into the list of speakers on the railway budget, it is because I have to redeem a pledge. The pledge is to my constituency, which is Tripura. It is a land lying far in the north-eastern corner of India and, therefore, very little is known about it to most people here. Tripura was a native State, which integrated with India on the 15th October, 1949. The people of Tripura are facing so many troubles and problems that they wanted me to place their case before this august Assembly, so that whatever remedy is possible might be given to them.

Tripura is a Union Territory with an area of 4116 square miles, of which only 25 per cent is plain land like the plain lands of East Bengal. Out of the rest, 1608 square miles are under forests and the remainder is inhabited by 15 lakhs people, of whom 10 lakhs are refugees euphemistically called displaced persons. These lands are used for habitation and agriculture, particularly the lower levels of the higher lands.

Tripura is dependent on agriculture. For want of communication, there can be no industrial growth, because the industrialists will not invest their money there for fear of not being able to take their goods out into the outside market. Though the roads have increased a good deal, particularly in the course of the last three five-year plans, yet industrial production cannot come out merely by road transport. Tripura had three ways out. Tripura was connected in three ways with Calcutta, which is really the source of its culture and also of its supplies. From Calcutta there were three ways of coming to the State of Tripura. One was the old conservative route of Goalando-Chandpur up to Akhura which comes within five miles from Agartala and from there the goods would be carried by trucks. There was an all-river route starting from Calcutta and reaching Karimganj, which was a sort of river port for Tripura, in the Cachar District of Assam, wherefrom goods would be carried, again, by trucks. These two routes have been closed after the Indo-Pakistan war of 1965. What remains now is a very round-about way by road partially and then by rail as you reach near Assam.

But, then, it has to pass through three bottlenecks and half-a-dozen transhipments. Tripura is so situated that the hon. Members will turn their mental eye towards the north-eastern corner of India they will find this chunk of land hanging like a pendant not from the neck but rather from the tail of Assam entering right into Pakistan and surrounded by that 'friendly' state on three sides. Mr. Bhutto, the former Foreign Minister of Pakistan, made a claim for the whole of Tripura because it is so surrounded on three sides by that State. Then, you have heard in this House questions being asked about shootings, the initiative of which lies with Pakistan, shootings into the town of Belonia and shootings from Lathitila and Dumabari. These two are very sensitive spots. I have seen them myself and I will describe them afterwards.

As you go out of Tripura, you meet with the first bottle-neck between the foothills of Mizo Hills and Sylhet District of Pakistan through which passes the Assam-Agartala road, which is our life-line, and also the railway which has entered 19 miles inside Tripura. As you go out into the District of Cachar, you again enter another bottle-neck in what is called the hill section of the North-East Frontier Railway, 115 miles from Badarpur to Lumding. After you pass the second bottle-neck you cross over the Brahmaputra Bridge and then you come to

the third bottle-neck which is just beneath the foothills of the Himalayas and the northern tip of Pakistan in North Bengal.

Once you have crossed over all these three hurdles with half-a-dozen transhipments you come out into the wider world of India. And then you have to go down to Calcutta for everything. There is, of course, the air lines. The distance is 197 miles and the fare is Rs. 70 and Rs. 76. It is not possible for the ordinary people to use the air lines. They have to spend four days and nights travelling and changing trains, and from truck to train and train to truck again, to reach Calcutta. For people like us, of course, we have to use the air lines because there is no other alternative.

Though situated like this they have to be constantly in touch with Calcutta. The people feel that they have been couped up into a little piece of land which is perhaps the least approachable from the wider India. It is more difficult to reach Tripura than to reach Srinagar or Ladakh, about which the hon. Member was telling us the other day. It is more difficult than certain points in NEFA as well.

What is the solution to this difficulty? The difficulty may be classified into three categories. Firstly, because we have to have our goods from Calcutta by the roadway, and so the roadway covers about 1300 miles the prices are naturally put up. The cost of living in Tripura is perhaps more than anywhere else in India. In addition to what is called dearness allowance there is a compensatory allowance for Government employees, and this compensatory allowance of course does not compensate them for buying what they want at such high prices. Because of lack of transport in the whole of India, Tripura is perhaps the most expensive place and you have to pay much more for your goods than in the rest of India. We want to carry goods at a cheaper rate than is done by the road system. And here comes the need for railways.

Secondly, industries do not grow there. There is nothing in Tripura expect Government service and agriculture, for employment. Every two men out of three in the educated section are Government servants. But Govermnent cannot provide employment for the entire population of Tripura which is increasing. Out of a total population of 15 lakhs, 10 lakhs are refugees euphemistically called displaced persons. The majority of the entire population consists of displaced persons and yet the cry is, "still they come". Sometimes it is a trickle and sometimes it is a torrent. All the persons who are squeezed out of East Pakistan, particularly in that region, have to come to Tripura and so the population of Tripura is increasing from that source also every day.

Now, what to do about their employment? All of them cannot be accommodated in agriculture. So, we want such industries to be established there which can flourish in that area. We have heard about the Hazari report and the licences given to Birlas. For Tripura, I am told, they took out two licences, one for a paper factory out of the bamboo pulp that can be had in abundance in that region and another for a plywood factory from the soft woods of the forests of Tripura. They have backed out, the reason being—if they set up factories they cannot move their finished products out, because of the difficulties of transport. Again, comes the question of railways.

The third thing is defence. On this point there have been certain questions asked here from that side about Pakistan's claim to some territories in Tripura. I may tell you that Pakistan has claimed the entire State of Tripura and not merely the 'char' land, as was replied to from this side. There is an interesting history behind this 'char' land. There is a river called Muhuri which separates the State of Tripura in Belonia from East Pakistan. It demarcates the boundary and, naturally, as is the case with every river, particularly mountain streams, they erode land on one side and then form

[Shri J. K. Chaudhury]

sand banks on the opposite side. Now what happens? Wherever there is a piece of 'char' land on the side of Tripura, Pakistan says, "this land belongs to us, because it has been formed out of the earth eroded from our side of the river". And whenever there is any 'char' land on their side by erosion from the side of Tripura, they claim that also because it is contiguous to their land. So, the Government of Tripura set up an embankment around the town of Belonia. But that embankment has not been of much help. They wanted to put up spurs; but whoever went to work to put up the spurs was shot at from Pakistan side. The 'char' land which has been claimed by Pakistan, I have seen that for myself—is lying fallow. In these days of food shortage, why are these acres and acres of charland lying fallow? Because, again, whoever goes to till that land is shot at from Pakistan side. Of course, our Army is there. They have built dug-outs in the embankment and have made holes to see and fire through. I went to the embankment in spite of the SDO's prohibitory orders. I sought special permission. I said, "I must have a look at the thing myself; we have to place the case before Parliament." Of course, that was during the elections and nobody knew whether I would be returned or not, but I said, "In the event of my being returned I have to give an eye-witness account." He said, "You can do so at your own risk." I said, "What is the risk? After all, my days are numbered, and if it so happens that Pakistan chooses to make a target of me I become a martyr into the bargain for no price."

Shri Nambiar (Tiruchirappa'li): Why should our friend be a target of Pakistan? We will not allow that. This country will never allow Pakistan to make a target of you.

Shri J. K. Choudhury: They are making such targets; only a few months before they did it.

Shri Randhir Singh (Rohtak): The youth of the country is at your disposal; do not bother.

Shri J. K. Choudhury: I do not say that they would go in specially for me; but they might as well have sent a stray shot and that would have laid me low. A boy named Shankar was shot dead only three months before that. Anyway that is not a very important point.

The initiative is in the hands of Pakistan. They start shooting from the other side at the town of Belonia in spite of that embankment; and also at the first bottleneck which, as I said, is at the other extreme as you go out into the Cachar District of Assam. In that bottleneck there are two places, Lathitila and Dumabari, at which they shoot. Every time they take the initiative.

In Belonia I went into the houses of people and saw the holes in the corrugated-sheet roofs and through the split-bamboo walls. Mostly they are people of the lower middle classes. I asked them, "How do you live here when there is constant fear of Pakistan taking it into its head to start shooting?" They said, "We have to do it; there is no alternative. As soon as we hear the shots we all crouch under the beds, men, women and children. And those who are outside suddenly lie down flat on the ground on hearing the shots and get up when the shooting is over.

These people have courage. They have learnt to live dangerously. In all Tripura it must be dangerous living. My own house is within a mile and a half from the border of Pakistan and if they take it into their head any day to start shelling this town, we will all have to face it. In the last war with Pakistan, without any rhyme or reason, two F-104 started shooting at the control tower of the aerodrome killing one man on the spot and maiming another for life. A bullet entered his groins; of course, his life was saved.

Therefore, my last prayer to the Railway Minister, to the Government and ultimately to this House, this side and that, is that considering that the cost of living there is higher than anywhere else in India; considering that on the question of employment of our youth we will have serious problems in the next two, three or five years, considering that the growth of industry is a remedy for unemployment and, lastly, considering the question of defence and the way we are living there—I think, we have learnt to live dangerously—please do something in the matter. Give us the right means of transport i.e., the railway. I do not say that in one year it may be finaished; it may be in five years or more. There is only 19 miles of railway, as I said, that has entered Tripura.

Then, as far as Assam is concerned, I should suggest either give us dieselisation or electric engines through the Hill Section of 115 miles from Badharpur to Lumding. Assam needs better communication for its own sake and for our sake also because we have to pass through Assam. If you please just insist that the people in Tripura must have better rail communication, if you decide that we shou'd have some sort of relief in the matter—I hope you will support me as I am supporting the Railway Budget. If something is done for us by extending the railways, I can give a guarantee to the Government and to the Members of this House that we shall continue to live dangerously, whatever may happen, even if Pakistan comes and perhaps occupies Agartala only for two hours. What I am sure is that within that short period, they will destroy all our buildings and installations and not a girl between the age of 15 and 30 will be left when they have to go away under the impact of the Indian army coming afterwards by the railway. Yet, we shall hold our head high and shall get an example of courage and fortitude and of dangerous living to the rest of the people of India.

Mr. Deputy-Speaker: Shri Achal Singh.

Shri Nambiar: Now, a Member from this side should be called.

Shri V. Krishnamoorti (Cuddalore): There is some time left for our group also.

Shri Shrichand Goel (Chandigarh): So far as Jan Sangh party is concerned, we have still got time.

Mr. Deputy Speaker: I know all that. Everybody will get a chance. You will not lose a single minute.

श्री अचल सिंह (आगरा) : उपाध्यक्ष महोदय, आज यहां पर रेलवे बजट पर हम विचार कर रहे हैं । रेलवे का महकमा गवर्नमेंट का सब से बड़ा पब्लिक अंडरटेकिंग है । इस में 3,555 करोड़ रुपया लगा हुआ है । इसके मुकाबले में गवर्नमेंट के जितने दूसरे अंडरटेकिंग हैं उन में बहुत ही कम रुपया लगा हुआ है । लेकिन इस महकमे के इंतजाम में कमी होने की वजह से, रेल मंत्री महोदय ने हमारे समाने घाटे का बजट पेश किया है । रेलवे का महकमा ऐसा महकमा है जिस में काफी फायदा गवर्नमेंट आफ इंडिया को हो सकता है । आजादी के पहले जब ब्रिटिश गवर्नमेंट यहां पर थी तो वह प्राइवेट कम्पनियों को बाहरी कम्पनियों को रेलवे का काम सौंपा करती थीं, ठेके पर दिया करती थी, जैसे जी० आई० पी०, ई० आई० आर० और पच्चीस बरस के लिये उनको इसका ठेका दिया जाता था । इन पच्चीस बरसों में वे कम्पनियां जितना उनका इनवैस्टमेंट हुआ करता था वह निकाल लेती थीं और फायदा भी उठा लेती थीं और उसके बाद वे उन रेलवेज को गवर्नमेंट को हैंड ओवर कर देती थीं । आज इस रेलवे से हमें जहां अरबों रुपये का फायदा होना चाहिये, घाटा हो रहा है, घाटा होता दिखाया जा रहा है । मैं समझता हूं कि इसका कारण यह है कि इसका मैनेजमेंट, इसका एडमिनिस्ट्रेशन काफी गिर गया है, उस में काफी कमी आगया हो गई है ।

[श्री अचल सिंह]

रेलों में चोरियां भी बहुत होती हैं। इतनी होती हैं कि उनकी कोई हद ही नहीं है। मुझे इसका निजी अनुभव है। हमारे आगरे में बेलागंज, आराकंठ, ईदगाह स्टेशनों पर रोजाना हजारों वैगन्ज आकर कटते हैं, गेहूं के, चावल के, तथा दूसरे सामान के के वैगन्ज आकर कटते हैं और वहां पर पता चलता है कि किसी वैगन में इतना माल कम है और किसी में उतना माल कम है। आगरा में ही लाखों रुपये की चोरियां होती हैं और अगर तमाम हिन्दुस्तान का हिसाब लगाया जाये तो मालूम नहीं कितने रुपये की चोरियां होती होंगी। वाच एन्ड वार्ड तथा रेलवे फोर्स के कर्मचारी खूब चोरियां करवाते हैं और उनकी आंखों के सामने चोरियां होती हैं। लेकिन वे कोई परवाह नहीं करते हैं। अगर इसी एक चीज पर हम पूरा ध्यान दें तो करोड़ों रुपया हमारा बच सकता है। इस एक बात को हम पिछले कई बरसों से कह रहे है लेकिन कोई ध्यान नहीं दिया जा रहा है। हम इधर कहते रहते हैं और उधर चोरियां बढ़ती रहतीं हैं, दिन प्रतिदिन बढ़ती जाती हैं।

यह भी अनुमान लगाया गया है कि टिकटलैस ट्रेवल के कारण रेलवे को दस करोड़ रुपये सालाना का घाटा उठाना पड़ता है। अगर इसको बन्द कर दिया जाए तो दस करोड़ की अतिरिक्त आमदनी आपको हो सकती है। इसके साथ साथ आप यह भी देखें कि बोगस टिकट्स इशू होती हैं और उसके कारण भी रेलवे को काफी हानि उठानी पड़ती है। एडमिनिस्ट्रेशन में बहुत से लोग हैं जो पैसे तो ले लेते हैं लेकिन टिकट इशू नहीं करते हैं। इससे भी रेलवे को बहुत नुकसान होता है। अगर हम ठीक तरह से रेलवे को मैनेज करें तो अरबों रुपया हमें मिल सकता है।

कितने आश्चर्य की बात है कि जिस अंडरटेकिंग में 3,465 करोड़ रुपया लगा हुआ है उस में हमें 24 करोड़ रुपये का घाटा होता हुआ दिखाया गया है। अगर हम जो हजारों रुपया इस पर लगा हुआ है उस पर पांच छः परसेंट सूद भी लगायें और डिप्रिसिएशन काट दें तो भी हमें पांच सात सौ करोड़ रुपया रेलवे से आमदनी होनी चाहिये जबकि चौबीस करोड़ का घाटा दिखाया जा रहा है। मैं चाहता हूं कि एडमिनिस्ट्रेशन को आप ठीक करें। आज हम लोग बदनाम हो रहे हैं। जितने हमारे गवर्नमेंट अंडरटेकिंग हैं प्रायः सभी घाटे में चल रहे हैं। रेलवे के अलावा 70-75 हमारे गवर्नमेंट अंडरटेकिंग हैं और उन में से 12—15 को छोड़ कर जिन को कुछ लाभ हो रहा है, बाकी सब घाटे में चल रहे हैं। इसका कारण यह है कि जो इन्तजाम करने वाले हैं वे यह समझते हैं कि हमारा क्या जाता है, राष्ट्र का जाता है, कौम का जाता है और वे परवाह नहीं करते हैं। उनको तो तनख्वाह चाहिये जो उनको मिलती जाती है और वे आराम से रहते हैं। वे समझते हैं कि उनको काम करने की क्या जरूरत पड़ी है। यह मैं आपको बता चुका हूं कि जब रेलें प्राइवेट कंसर्न में थीं तो पच्चीस बरस में अपनी कीमत निकाल कर फायदा भी उठाती थीं और बाद में वे कम्पनियां इनको गवर्नमेंट को हैंड ओवर भी कर देती थीं। इतना बड़ा आपका यह कंसर्न जो घाटे में जा रहा है इसका कारण यह है कि इस में बड़ा लीकेज होता है और लोग जो उनका काम है उसको ठीक तरह से नहीं करते हैं। इसको हम देखना चाहिये। अगर हम ने इस तरफ ध्यान नहीं दिया तो ये रेलें हमारा बेड़ा गर्क कर देंगी। इस गड़बड़ को चलाने की हम इजाजत नहीं दे सकते हैं। इस तरह से तो हम दिवालिये हो जायेंगे। वित्त मंत्री जी ने बराबर बजट बना कर हाउस में पेश किया है लेकिन इस रेलवे बजट को आपने घाटे का दिखलाया है। यह तब हो रहा है जब कि हम दुहाई देते हैं कि पब्लिक सैक्टर में

उद्योगों को आना चाहिये, इनको गवर्नमेंट अंडरटेकिंग बनना चाहिये । वे जब प्राइवेट अंडरटेकिंग होते हैं तो काफी फायदा होता है और इस बात के बावजूद होता है कि टैक्स वगैरह भी बहुत देते हैं । लेकिन यह आश्चर्य की बात है कि गवर्नमेंट को अपने अंडरटेकिंग में नुकसान होता है । मैं मंत्री महोदय से कहूंगा कि वह चाहे कोई कमिशन बिठायें, या कमेटी बिठायें या खुद सारी जांच करायें कि ऐसा क्यों हो रहा रहा है। जो टिकलैस ट्रैवल है उसको रोकने का इंतजाम होना चाहिये, जो चोरियां होती हैं, जो लीकेज चलता है, वह बन्द होना चाहिये, जो बोगस टिकट्स इशू कर दी जाती है, उसकी रोकथाम होनी चाहिये, उस पर कड़ी नजर रखी जानी चाहिये । अगर यह सब कुछ आपने किया तो जो नुकसान आपको हो रहा है बन्द हो जायगा ।

मैंने यह भी देखा है कि रेलों में बहुत से मुसाफिरों की जेबें कट जाती हैं । पुलिस जितनी रेलवे को है वह ज्यादा तर उसके साथ मिली रहती है । वे लोग जेब कतरों से जेबें कटवाते हैं । इसकी ओर भी आपका ध्यान जाना चाहिये । हिन्दुस्तान का यह सब से बड़ा पब्लिक अंडरटेकिंग है और आपको देखना चाहिये कि यह फायदे में जाये और अगर ऐसा नहीं होता है तो मैं समझता हूं कि राष्ट्र का बेड़ा गर्क हो जाएगा ।

पंद्रह बरस से मैं यहां का मम्बर हूं । मैं हमेशा इस बात का आग्रह करता रहा हूं कि आगरा से लखनऊ के लिए एक डायरेक्ट ट्रेन होनी चाहिये । आज तक मेरी इस बात पर गौर नहीं किया गया है। कभी कहा जाता है कि मुसाफिर कम इस लाइन पर होंगे, कभी कहा जाता है कि ट्रक नहीं है, यह नहीं है, वह नहीं है। अब दिल्ली से लखनऊ, लखनऊ से इलाहाबाद, बाराणसी से लखनऊ, सीधी ट्रेन जाती हैं तो आगरे से लखनऊ क्यों नहीं जा सकती है । मैं कहूंगा कि एक सीधी ट्रेन आपको देने का प्रबन्ध करना चाहिये ।

चीन की लड़ाई में पहले वैस्टर्न रेलवे में अछनेरा और परखम के बीच में एक फ्लैग स्टेशन की मांग की गई थी । उस वक्त कहा गया था कि हम इसको दे देंगे चीन के साथ जब लड़ाई चली तब कहा गया कि अब तो लड़ाई चल रही है, अब नहीं हो सकता है । वह लड़ाई बन्द हुई । लेकिन इस फ्लैग स्टेशन को नहीं दिया गया । उसके बाद पाकिस्तान से लड़ाई हो गई और कहा गया कि अब पाकिस्तान से लड़ाई चल रही है, हम नहीं दे सकते हैं । अब तो वह भी बन्द हो गई है । अब तो आपको इस स्टेशन को देने की कृपा करनी चाहिये । इस फ्लैग स्टेशन के अभाव में लोगों को बहुत तकलीफ होती है । मैं आशा करता हूं कि आप इस ओर अवश्य ध्यान देंगे ।

जो छोटी छोटी बातें हैं उनकी ओर आपका ध्यान जाना चाहिये । इस से जनता को फायदा होगा । इतने बड़े पब्लिक अंडरटेकिंग में आपको नुकसान नहीं होना चाहिये । इसको आप रोकें । इससे जनता का विश्वास सरकार पर से उठता है । घाटे में आपको बचना चाहिये और यह देखना चाहिये कि रेलें लाभ में चलें ।

श्री सरजू पाण्डेय (गाजीपुर) : मैं यह जानना चाहता हूं कि आखिर सदस्यों को बुलाने में क्या तरीका चल रहा है । स्वतंत्र पार्टी के दो सदस्य बोल चुके हैं । जनसंघ के दो सदस्य बोल चुके हैं ।

श्री श्रीचन्द गोयल : नहीं, एक ।

श्री सरजू पाण्डेय : हमारी पार्टी से अभी तक केवल एक ही सदस्य बोला है ।

[श्री हरकू पाण्डेय]

मैं तीन दिन से इन्तजार कर रहा हूं। चार बजे रुकने नहीं बुलाना चाहते हैं, तो कह दीजिए।

Mr. Deputy-Speaker: I have got the account here. Whatever balance is left to the credit of the parties will be given to them. The position today is that Congress has 3 hours and 53 minutes and the Opposition has 1 hour and 44 minutes. So, I am dividing the time between the Members in such a way that there will be two speakers from the Congress side and one from the Opposition side. I would assure hon. members that they would not lose even one minute to which they are entitled; at the same time, I would request them not to claim even one minute extra.

Shri Nambiar: We thought that you would call one from the Congress side and one from our side.

Mr. Deputy-Speaker: That is not possible. I want to accommodate as many from the Congress side as possible because they have also their own grievances and they also represent the people.

Shri Nambiar: After we exhaust, the rest of the time can be completely given to them.

Mr. Deputy-Speaker: No; then, there would be no debate.

श्री नाथ स्वरूप शर्मा (डुमरियागंज): आदरणीय उपाध्यक्ष महोदय, चार दिन प्रतीक्षा करने के बाद आप के आशीर्वाद से यह अवसर मिल रहा है कि मैं इस सदन में अपना पहला भाषण दे सकूं।

मैंने यह सोचा था कि यद्यपि मेरी पार्टी, जनसंघ, विरोध में है, फिर भी किसी ऐसे अवसर और विषय पर मैं अपना भाषण देता, जिस में मैं माननीय मंत्री महोदय को कुछ बातों के लिये धन्यवाद अवश्य दे सकता। परन्तु मुझे बड़े दुखपूर्वक कहना पड़ता है कि कम से कम रेलवे बजट पर बोलते हुए मैं ऐसा नहीं कर सकूंगा। हां, मैं यह चेष्टा करूंगा कि मैं मंत्री महोदय की उतनी कड़ी आलोचना न करूं, जितनी कि वह आशा कर रहे हैं या जितनी वह डिजर्व करते हैं। परन्तु कुछ बातें ऐसी हैं जिन को कहे बगैर नहीं रहा जा सकता है।

देश के सब से बड़े उद्योग, रेलवेज, ने बीस वर्ष में पहली बार एक घंटे का बजट सदन के सामने रखा है। घाटे के संबंध में तो मुझे कुछ नहीं कहना है, क्योंकि कभी कभी घाटा इस लिये भी आ जाता है कि उपभोक्ताओं की सुख-सुविधाओं को बढ़ाने में अधिक खर्च हो जाता है, यद्यपि जहां तक रेलवेज का संबंध है, घाटा इस लिए नहीं आया है कि यात्रियों की सुख-सुविधाओं को बढ़ाने में पैसा खर्च किया गया है, अपितु घाटा इस लिए आया है—अगर मैं कह सकूं, तो मैं कहूंगा—कि वित्त मंत्री की मुहब्बत रेलवे मंत्री को यह घाटे का बजट प्रस्तुत करने के लिये विवश कर रही है।

आखिर जब रेलवे लगातार बीस वर्षों से घाटे का बजट प्रस्तुत नहीं कर रही थी और इस वर्ष पहली ही बार घाटे का बजट आया है, तो रेलवे मंत्री को कम से कम यह सोचना चाहिए था कि हो सकता है कि अगले वर्ष घाटा न रहे। लेकिन इस एक वर्ष के घाटे के आधार पर उन्होंने हमेशा हमेशा के लिये सब प्रकार के महसूल बढ़ा दिये हैं, किराये बढ़ा दिये है। इस लिए मेरे ख्याल में रेलवे मंत्री आलोचना के पात्र हैं।

यह सरकार समाजवाद के नाम पर समय समय पर कसमें खाती रहती है। मेरा विचार है कि अगर यहां पर समाजवाद को सही रूप में, अमल में लाने का मौका मिल सकता था, तो वह मौका रेलवे मंत्री को रेल विभाग में

मिल सकता था। इसी आधार पर मैंने यह देखने की कोशिश की है कि क्या रेलवे मंत्री इस में सफल हुए हैं। मैं समझता हूं कि इस दृष्टि से रेलवे मंत्री न केवल असफल हुए हैं, बल्कि मुझे यह भी कहना पड़ेगा कि इस बजट-भाषण में उन्होंने हम लोगों के साथ बहुत मनोरंजन भी किया है। मैं एक उदाहरण पेश करता हूं।

प्लेटफार्म टिकट पहले दस पैसे का था और अब वह पन्द्रह पैसे का कर दिया गया है। इस समय रेलवे मंत्री के हाथ में सत्ता है। यदि वह चाहते तो वह प्लेटफार्म टिकट का दाम बीस पैसे भी कर सकते थे। लेकिन इस बढ़ोत्तरी के पक्ष में उन्होंने जो कारण दिया है, वह सचमुच इस सदन के लिये हंसने की बात है। रेलवे मंत्री कहते हैं :

"This increase has been rendered necessary by the increase in the cost of paper and printing....

इस बारे में मैं बाद में कहूंगा।

"....as well as the issue and accountal of these tickets and will be useful if it reduces even to a small extent the overcrowding on railway platforms due to those who come only to receive or send off passengers.

ऐसा मालूम पड़ता है कि जो लोग रेलवे प्लेटफार्म पर जायें, रेलवे मंत्री के अनुसार उन के सामने पैसंजर्स को रिसीव या सेंड आफ करने के अतिरिक्त कोई और भी मकसद होना चाहिये। मेरा विश्वास है कि जितने भी व्यक्ति टिकट ले कर प्लेटफार्म पर जाते हैं, चाहे उस का टिकट दो पैसे रहा हो या दस पैसे और भी पन्द्रह पैसे का टिकट होने पर भी जायेंगे वे रेलवे मंत्री के ..तिथि हो कर वहां जाते हैं और उस के लिए वे पैसे भी करते हैं। माननीय मंत्री महोदय के दिमाग में यह बात क्यों नहीं आई कि अगर प्लेटफार्म पर ओवरक्राउडिंग हो रहा है, तो उनको प्लेटफार्म को बड़ा करने और वहां पर यात्रियों के बैठने आदि की व्यवस्था करनी चाहिये? इस के बजाये उन के दिमाग में किस प्रकार की बातें आती हैं? वह प्लेटफार्म के टिकट का दाम दस पैसे से पन्द्रह पैसे इस आशा से बढ़ा देते हैं कि जो लोग अपने मित्रों आदि को छोड़ने या लेने जाते हैं, उन की संख्या कम से कम हो जायेगी।

अगर माननीय मंत्री का सोचने का यही ढंग है, तो मुझे ऐसा लगता है कि अगले वर्ष वह इस बढ़ोत्तरी को दुगुना कर देंगे इस आशा से कि प्लेटफार्म पर कोई भी न पहुंच सकेगा। मैं यह कह देना चाहता हूं कि अगर सोचने का ढंग ऐसा समाजवादी रहा, तब तो वास्तव में एक दिन ऐसा आयेगा, जब कि रेलवे प्लेटफार्म पर जाना पाप समझा जायेगा।

जब भी हमारे सामने इस प्रकार का पर्याय उपस्थित रहता है कि हम अपना सामान सड़क से भेज सकें या रेल से भेज सकें, तो नब्बे प्रतिशत जनता अपना सामान सड़क से भेजना पसन्द करती है। इस का कारण यह है कि रेलवे-उपभोक्ताओं को यह महसूस नहीं करने दिया जाता कि रेलवे के विभिन्न विभागों में उन का स्वागत किया जाता है। मैं समझता हूं कि रेलवे मंत्री का यह कहना कि वह क्राउड को कम करने के लिए टिकट के दाम आदि में वृद्धि कर रहे हैं, सचमुच एक बहुत अशोभनीय बात है और देश के रेलवे मंत्री द्वारा बजट में इस प्रकार के शब्दों का प्रयोग एक कलंक की बात है।

सब से छोटे टिकट का दाम बढ़ाने के लिए माननीय मंत्री ने बहुत अजीब अजीब कारण बताए हैं। अगर माननीय मंत्री चाहते, तो थर्ड क्लास में यात्रा करने वाले देश के 80, 85 प्रतिशत लोगों को छोड़ कर फर्स्ट क्लास और सैकिंड क्लास के उपभोक्ताओं पर और

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भी महसूल बढ़ा सकते थे । अगर वह सचमुच में चाहते कि रेल से सामान भेजने वाले रेल का उपयोग करना बिल्कुल बन्द कर दें, तो। वह इस महसूल को और भी ज्यादा बढ़ा सकते थे । लेकिन इस समाजवादी सरकार के मंत्री ने रेल-किराये में जो बढ़ोत्तरी की है, उस का प्रतिकूल प्रभाव देश की 85 प्रतिशत जनता पर पड़ेगा, जब कि उस से महसूल की कोई खास वृद्धि नहीं होगी ।

इस बढ़ोत्तरी के पक्ष म मंत्री महोदय ने तीन कारण बताये हैं । अपने बजट भाषण के पेज 5 पर उन्होंने पहला कारण यह बताया है :—

"This increase would be fully justified on the ground that such very short distance travel is most unremunerative for the railways;"

समाजवाद के सिद्धांत को मानने वाली इस सरकार के रेलवे मंत्री यह कहते हैं कि वह रीम्युनरेशन के लिए रेलवे चला रहे हैं । क्या समाजवाद का दम भरने वाले इस बात से सहमत होंगे ? क्या कांग्रेसी सरकार इसी प्रकार का समाजवाद चलाना चाहती है कि देश के सब से बड़े जिस उद्योग को जनता की सुख-सुविधा और उपयोगिता के लिए चलाना चाहिए था, उस को केवल रीम्युनरेशन के लिए चलाया जाये? मंत्री महोदय ने यह भी कहा है कि जिन छोटी लाइनों से सरकार को उचित मात्रा में रीम्युनरेशन नहीं मिलती है, उन को वह बन्द करने जा रहे हैं । अगर मंत्री महोदय ने व्यापार ही करना था, तो वह रेल मंत्री न बन कर श्री टी० टी० कृष्णमाचारी की तरह सरकार के बाहर रह कर अधिक पैसा कमा सकते थे । जिस रेलवे से जनता अधिक से अधिक सुख-सुविधा और उपयोगिता की आशा रखती है, वह उसको रीम्युनरेशन का माध्यम न बनावें ।

आगे चल कर मंत्री महोदय कहते हैं :

"even the printing and issue of the ticket costs about 3·74 paise."

अगर प्रिंटिंग की कास्ट इतनी बढ़ गई है तो जो लोग 50 मील के एरिये में चलने वाले हैं, उन को छोटा सा प्रिन्टेड टिकट दे दीजिये, उन को गत्ते का टिकट देने की क्या आवश्यकता है, उस में थोड़ी सी कमी कर दीजिये, इस तरह से भी कुछ बचत हो सकती है ।

आगे मंत्री महोदय कहते है—

This we have done because of constant complaints of shortage of change.

यह एक मजाक की बात है । बहुत कम मजाक मुझे इस सदन में देखने में आया, लेकिन एक सब से बड़ा मजाक सुनिये— रेलवे मंत्री महोदय इस लिये इस में बढ़ोतरी कर रहे है कि—

This we have done because of constant complaints of shortage of change and consequent inconvenience or loss to the passengers.

यह इस लिये बढ़ाया गया है कि यात्रियों को चेन्ज की कठिनाई होती है । चेन्ज बनाना तो आपके अधिकार में है —सरकार आपकी है—लेकिन आप कहते हैं कि 10 पैसे से 15 पैसे का टिकट इस लिये कर रहे हैं कि आपके बुकिंग क्लर्कस को वापस करने के लिये चेन्ज की शार्टेज होती थी, अगर ऐसा था तो क्यों न उनको पांच पैसे माफ कर दिये जांय, बढ़ाने की क्या जरूरत थी । लेकिन एक पूंजीपति की तरह, एक दूकानदार की तरह आपने यह कहा कि चूंकि हमारे पास चेन्ज नहीं है, इस लिये बढ़ाया है, आप यह भी तो कर सकते थे कि रेलवे उपभोक्ताओं

के लिये वहां पर चेन्ज रख देते । रेलवे मंत्री अन्दर अन्दर हलांकि इस बात को मानते हैं कि पहले भी बुकिंग क्लर्क्स अपने पास चेंज रखा करते थे, वे अब भी रख सकते हैं । मैं उन से पूछता हूं कि इस प्रकार की अनाधिकृत चेन्ज से रेलवे को कितना फायदा हुआ है और उन्होंने उस को किस कैटेगरि में डाला है ।

तीसरी बात सुनिये—जो एक बड़ी अजीब बात है —

'Considering the expenditure on the railways and the general price level in the last two years, I hope the House will agree that this increase is very moderate.

यदि प्राइस इन्क्रीस हो रही है तो तो आप वित्त मंत्री से सहायता मांगिये । प्राइस कम हों इस का यह मतलब नहीं है कि प्राइस इन्क्रीस का बहाना कर के आप इन्क्रीस करते चले जांय । प्राइस इन्क्रीस हो या घटे, लेकिन जनता की सुख और सुविधा के लिये जो उद्योग स्थापित हुए हैं, उन का एक ही आधार होना चाहिये कि जनता को सुख-सुविधा मिल रही है या नहीं ।

उपाध्यक्ष महोदय, चूंकि समय बहुत थोड़ा है, इस लिये जो कुछ सुझाव मैं उपस्थित करना चाहता हूं जल्दी से पेश करने का प्रयत्न करता हूं, मेहरबानी कर के घन्टी न बजाइयेगा । मैं इन प्रस्तावों को इस लिये भी रखना चाहता हूं कि इस समाजवादी सरकार में जो ये नये मंत्री जो आये हैं, मुझे इन से कुछ आशा हो रही है कि सम्भव है कि ये कुछ करने की कोशिश करें ।

मेरा पहला सुझाव यह है कि रेलवे द्वारा एम्पलायेड व्यक्तियों में एक ऐसी कैटगरी है जिस के बारे में बहुत कुछ कहा जा सकता है, लेकिन समयाभाव के कारण नहीं कह सकूंगा और वे हैं—कुली । ये लोग 2 रु० से लेकर 15 रु० तक स्टेशन मास्टर को लाइसेन्स के लिये देते हैं ।[17] स्टेशन पर गदहों और घोड़ों के लिये शेड बने हुए हैं, मोटरों और टैक्सियों के लिये शेड बने हुए हैं, लेकिन समाजवादी व्यवस्था का दम भरने वाली सरकार ने कुलियों के लिये कोई शेड या रहने के लिये जगह नहीं बनाई है । वे स्टेशनों पर जहां-कहीं बैठे रहते हैं । मुझे यह भी पता चला है, हालांकि मैं इस स्थिति में नहीं हूं कि उस को प्रमाणित कर सकूं, लेकिन मुझे पता चला है और माननीय मंत्री भी चाहें तो पता लगा सकते हैं कि प्रत्येक कुली को लाइसेन्स प्राप्त करने के लिये स्टेशन मास्टर को 500 रु० से लेकर 1000 रु० तक देने पड़ते हैं । उन बेचारे अनाथ कुलियों को, जिनके रहने के लिये जगह प्रोवाइड नहीं की जाती, उन को अन्य सुविधायें नहीं दी जा सकती, यह रकम देनी पड़े, यह एक बहुत बड़ा अन्याय है । मैं यह मानता हूं कि हमारे साथ बहुत से ऐसे अवसर आये होंगे कि जब कि एक अठन्नी के लिये, एक चवन्नी के लिये उन कुलियों ने झगड़ा किया होगा, लेकिन जिस व्यक्ति को 900 या हजार रुपया स्टेशन मास्टर को देना पड़े, तो उसके पास एक ही तरीका रहता है कि जब भी उस को ढोने का अवसर मिले, वह उस का उचित प्रयोग करे । मैं माननीय रेलवे मंत्री महोदय से प्रार्थना करूंगा कि इन लाखों कुलियों के लिये यदि वे क्लास 4 का ग्रेड भी कर दें, कम से कम मानवता के नाते, मनुष्यता के नाते उन का व्यवहार रेलवे के साथ हो सके, तो मैं अत्यन्त अनुगृहीत हूंगा ।

अब मैं एक प्रार्थना अपने चुनाव क्षेत्र के बारे में करना चाहता हूं । मैं जिस चुनाव क्षेत्र से आता हूं, पहले वहां से इस सरकार के एक भूतपूर्व मंत्री वहां का प्रतिनिधित्व करते थे—वह क्षेत्र बस्ती जिला कहलाता है, जो कि एक बहुत बैकवर्ड क्षेत्र है । इन भूतपूर्व मंत्री महोदय ने, जो कि

[श्री ना० स्व शर्मा

अपने को समाजवाद का एक बहुत बड़ा नेता कहा करते थे, उन का नाम बतलाने में कोई हर्ज नहीं है, उन का नाम श्री केशव देव मालवीय था, उन्होंने समाजवाद के नाम पर वहां बहुत कुछ कहा, यह अवसर नहीं है कि मैं उन की आलोचना करूं, लेकिन मैं इतना अवश्य बताना चाहता हूं कि बस्ती का जिला न केवल पिछड़ा हुआ है, बल्कि रेलवे के नाते भी इतना अधिक पीछे रहा है, कि जिस की कोई सीमा नहीं है। बस्ती जिले में 'उसका' नाम का एक बाजार है, जो कि नैपाल के बार्डर पर है। उसका-बाजार में रहने वाला व्यापारी अगर बस्ती जाना चाहे, जो कि उसी डिस्ट्रिक्ट में है और 60 मील की दूरी पर है, तो पहले उस को लूप लाइन के द्वारा गोरखपुर जाना पड़ेगा फिर वहां से बस्ती जाना पड़ेगा। नतीजा यह होता है कि एक व्यक्ति को उसका-बाजार से बस्ती पहुंचने में दो दिन लग जाते हैं क्योंकि रेलवे के टाइम टेबिल के हिसाब से ट्रेनों का कोई एडजस्टमेन्ट नहीं है।

एक प्रस्ताव मैं यह करना चाहता हूं, जो कि आपके लिये रिम्यूनरेटिव भी साबित होगा और वहां की बढ़ती हुई जनसंख्या के लिये सुविधाजनक भी होगा। हमारे जिले की जनसंख्या बढ़ती जा रही है, ऐसा न करें कि वह जनसंख्या कम हो, बल्कि मेरा यह प्रस्ताव ऐसा है जो आपको फारेन एक्सचेन्ज अर्न करने में भी सहायता पहुंचा सकता है। भगवान बुद्ध का जन्म स्थान लुम्बिनि हमारे बस्ती के बहुत पास है। मेरा निवेदन यह है कि अगर आप एक छोटी लाइन वहां पर जोड़ दें जो बस्ती से बखीरा, बांसी, नवगढ़, बर्डपुर, लुम्बिनी होती हुई उसका तक जाय तो वह आपके लिये बहुत रिम्यूनरेटिव साबित होगी क्योंकि इस के द्वारा बस्ती जाने वालों को जो दो-तीन दिन लग जाते हैं, उस में बचत हो सकेगी तथा लुम्बिनी जाने वाले यात्रियों को भी सुविधा हो सकेगी। मैं जब चुनाव लड़ रहा था तब तीसरे दिन आकर मुझे पत्र मिला करते थे, इस प्रकार की व्यवस्था किये जाने से वहां की जनता के साथ जो घोर अन्याय होता है, वह बन्द हो जायगा।

मेरा दूसरा सुझाव यह है कि इसी तरह से एक लाइन यदि बस्ती से डुमरियागंज, इटवा, बढ़नी तक बना दी जाय तो इस का यह लाभ होगा कि जो एक लूप लाइन इस वक्त चल रही है और जो अनरम्यूनरेटिव है, इन-इयू-कोर्स वह रम्यूनरेटिव बन जायगी।

मुझे विश्वास है कि आप मेरे इन सुझावों पर विचार करेंगे तथा इन को मान लेंगे।

Mr. Deputy-Speaker: Shri Sheo Narain. Many hon. Members coming from various areas want to place their difficulties here. I therefore request that every Member should conclude within exactly 10 minutes so that I can accommodate as many Members as possible.

श्री शिव नारायण (बस्ती) : माननीय उपाध्यक्ष महोदय, मैं आपका अनुगृहीत हूं कि आपने मुझे टाइम दिया। मेरे मित्र श्री नारायण स्वरूप शर्मा बस्ती से इलैक्ट हुए हैं लेकिन उन्होंने बस्ती को इगनोर कर दिया। बस्ती स्टेशन पर अंग्रेजों के जमाने से फर्स्ट क्लास वेटिंग रूम था, लेकिन आज उसको टरमिनेट कर के सैकेण्ड क्लास वेटिंग रूम बना दिया गया है। फर्स्ट क्लास इन अफसरों की मौज करने के लिये है। शर्मा जी ने रेलवे को क्रिटिसाइज नहीं किया, लेकिन मैं करता हूं।

सेंट रनिंग आफ ट्रेन्ज सारे हिन्दुस्तान की रेलों का विशेषाधिकार हो गया है। मैंने रेलवे मंत्री जी को एक चिट्ठी लिखी थी, जिसका जवाब रेलवे मंत्री जी ने मुझे भेजा है, जिसे मैं पढ़ कर सुना देता हूं :—

"I am desired by Shri C. M. Poonacha, the Minister for Railways, to acknowledge receipt of your letter of 16th instant, enclosing copy of a representation from Shri Adi Abassi, ex-M.L.A., regarding late-running of 30 Dn passenger train from Lucknow, and to say that it is receiving attention."

We are thankful to you to learn that it is receiving attention.

श्री इसहाक सामभली (अमरोहा) : पी० ए० ने लिखी है, मिनिस्टर ने नहीं लिखी है।

श्री शिव नारायण : सुनिये, जो ट्रेन लखनऊ से चलती है, जिसमें हमारे वकील लोग जाते हैं जो मुकदमे में इलाहाबाद जाते हैं, वह पांच बजे बस्ती पहुंचती है, हमेशा 2-3 घन्टे लेट रहती है। मैं इस बात को नहीं मानता कि हमारे डिपार्टमेंन्ट के सभी लोग निकम्मे हैं, कुछ लोग हैं, लेकिन यह हमारी ड्यूटी है कि इन को करेक्ट करें।

दूसरी बात जो मैं आपकी इजाजत से ध्यान दिलाना चाहता हूं वह अभी तक किसी पार्लियामेंट के मेम्बर ने प्वायंट आउट नहीं की है। लड़ाई के प्वायंट आफ व्यू से और स्टैटिजी की दृष्टि से लखनऊ से सिलीगुड़ी तक जो लाइन जाती है वह डबल लाइन होनी आवश्यक है जबकि वह अभी तक सिंगिल लाइन है।

15 hrs.

आज हमारी कांग्रेस की गवर्नमेंट बंगाल में नहीं है, कांग्रेस की गवर्नमेंट बिहार में नहीं है और न ही उत्तर प्रदेश में है और इस नाते भारत सरकार को सचेत रहना है कि यह कम्युनिस्ट भाई जो यहां चिल्ला रहे हैं वह आज वहां पर क्या कर रहे हैं? (व्यवधान) यह लखनऊ से सिलीगुड़ी की रेलवे लाइन डबल लाइन कर दें क्योंकि अगर कल को चीन ने हमला किया तो हम आसानी से अपनी फौज को इधर से उधर पहुंचा सकें। भारत सरकार को इन कम्युनिस्टों से सचेत रहना है। मैं आज कहना चाहता हूं कि कलकत्ते में नंगा नाच हुआ है कलकत्ता का स्टेशन सात दिन तक कम्युनिस्टों के कंट्रोल में रहा। मिनिस्टर साहब इसका पता लगायें कि सात दिन तक वहां क्या हालत रही। कलकत्ते में हमारे रेलवे स्टेशनों पर इन लोगों ने सात दिन तक धिराव डाला और खजाना वहां लूटा गया। वहां पर नौन कांग्रेस कम्युनिस्ट हुकूमत है। पुलिस इंटरफीयर नहीं कर सकी क्योंकि पुलिस को रोक दिया गया था। हमारे होम मिनिस्टर साहब को बंगाल वाले मुफ्त में बदनाम कर रहे हैं कि उन्होंने पुलिस वालों को उधार दिया है। वह गलत है। यह कम्युनिस्ट्स जो यहां शोर मचा रहे हैं यह जरा सुनें कि उन्होंने क्या किया? जरा अपने काले कारनामों का वह ध्यान करें। मैं चाहूंगा कि इन सब बातों की हमारे रेल मंत्री साहब जांच करेंगे और दरअसल जो अपराधी हों उन को कठोर दंड मिलना चाहिए।

फर्स्ट क्लास का टिकट या तो आप वाइप आउट कर दीजिये वरना उसमें आज जैसा फर्क नहीं रहना चाहिए। जैसे कि रेलवेज ने अधिकारियों को फर्स्ट ए० क्लास दे रखा है वैसे ही हम पार्लियामेंट के मेम्बर्स को भी दिया जाय ताकि हम भी एक तिहाई दे करके ऐयर कंडीशंड में चल सकें।

[श्री शिव नारायण]

उस में गवर्नमेंट का लाभ है। मैं ने पिछले रेलवे बजट में भी इस चीज को डिमांड किया था कि फर्स्ट ए० क्लास टिकट हमारा भी कर दिया जाय क्योंकि गवर्नमेंट का उसमें कोई लौस नहीं है बल्कि लाभ ही है। यह एक तिहाई पे करके एयर कंडीशन्ड में चलने की सुविधा मेम्बरों को भी दी जानी चाहिये क्योंकि मेम्बर आफ पार्लियामेंट मुल्क के पहले नागरिक समझे जाते हैं और उसके लिये अगर जरूरी हो तो ला को अमेंड कर दिया जाय।

रेलवेज में जहां तक कैटरिंग का सवाल है मैं निहायत अदब से अर्ज करूंगा कि इसे आप प्राइवेट सैक्टर को दे दें। खिल्नर के जमाने में हम लोगों को 18 आने में साफ खाना अर्थात् एक प्लेट चावल और दो अंडे की करी मिलती थी। 18 आने में फर्स्ट क्लास खाना हो जाया करता था। लेकिन अब खाना महंगा होने के साथ इतना गंदा रहता है जिसका कि कोई हिसाब नहीं। सफाई की व्यवस्था बिल्कुल नहीं है और खाना खाने को तबियत नहीं करती है। जरूरत इस बात की है कि जो भी खाना वह साफ व सुथरा हो और दाम भी ठीक हो लेकिन कोई सुनता नहीं है। मेरी गुजारिश है कि कैटरिंग को आप प्राइवेट सैक्टर को दे दें और मुझे विश्वास है कि ठीक व साफ खाना फिर से समय पर लोगों को मिल सकेगा।

मैं अपनी कांस्टीटुएंसी बस्ती के बारे में आप के द्वारा सरकार से कहना चाहता हूं कि बस्ती शहर में लेविल क्रौसिंग पर आध-आध घंटे और पौन, पौन घंटे ट्रैफिक जैम हो जाया करती है और यह बस्ती शहर की बहुत दिनों से डिमांड है कि वहां पर एक ओवर ब्रिज बना दिया जाय। बस्ती 28 लाख की आबादी वाला जिला है और इस नाते इसकी बहुत जरूरत है। बस्ती का जो फर्स्ट क्लास वेटिंग रूम था वह सैकिंड क्लास हो गया है लेकिन वहां पर फर्स्ट क्लास वेटिंग रूम की जरूरत है। मैं चाहूंगा कि रेलवे मंत्री जी हम बस्ती वालों की तरफ ध्यान दें।

एक काम और मंत्री जी करें। वह टूर पर न जायं बल्कि यहीं दिल्ली स्टेशन की जांच कर लें। रेलगाड़ियों से जब पैसेंजर उतरते हैं तो इधर उधर ट्रौलीज, ठेले, खोंमचे वाले और चाय व पान सिगरेट वाले तमाम प्लेटफार्म्स पर छा जाते हैं और यात्रियों का वहां से निकलना तक मुश्किल हो जाता है।

लखनऊ से दिल्ली को जो मेल ट्रेन आती है वह 9 नम्बर प्लेट फार्म पर आती रहती है जब कि मेल ट्रेन को 13 नम्बर के प्लेटफार्म पर आना चाहिए। आखिर यह अव्यवस्था क्यों है ? दिल्ली देश की राजधानी होने के कारण देश की नाक है और सारे देश भर के ही नहीं अपितु विदेशी लोग भी यहां रोजाना काफी तादाद में आते रहते हैं और इस लिये यह दिल्ली रेलवे स्टेशन पर अत्यधिक भीड़ भाड़ अव्यवस्था को रोकना चाहिये। ऐसा न होने से हिन्दुस्तान की नाक कटती है। रेलवे विभाग को वहां के लिये माकूल बन्दोबस्त करना चाहिये।

रेलवे बोर्ड के बारे में मैं कहना चाहता हूं कि यह मोनोपली रेलवे बोर्ड की ऐबालिश की जाय। यह बड़ी ज्यादती है। हम कांग्रेस वाले भी इसकी मांग करते हैं कि इस को ऐबालिश करना चाहिये। इसी तरह से हम पिछले साल से यह डिमांड कर रहे हैं कि यह सिलीगुड़ी की लाइन डबल की जाय लेकिन आपने अभी तक कुछ ध्यान नहीं दिया। इसको डबल लाइन अविलम्ब किया जाय।

लखनऊ टु दिल्ली एक डीलक्स गाड़ी चलाइये और वह सुबह को दिल्ली से लखनऊ आया करे और उसी तरह से लखनऊ से दिल्ली आया करे।

जहां तक यात्रियों का रेल भाड़ा बढ़ाने की बात है और विशेष करके जो थर्ड क्लास के पैसेंजर्स का किराया आपने बढ़ाया है वह नहीं बढ़ाना चाहिए क्योंकि रेलवेज थर्ड क्लास के यात्रियों को इस तरह से भरने को मजबूर करती है मानों उसमें इंसान न होकर जानवर भरे हों। यह भी अजीब मजाक है कि रेलवे को जिन थर्ड क्लास के यात्रियों से 87 प्रतिशत आमदनी होती हो उन की यह हालत हो और तुर्रा यह कि किराया उन पर और बढ़ा दिया। फर्स्ट क्लास से रेलवे को कम आमदनी होती है क्योंकि उसमें मेम्बर पार्लियामेंट चलते हैं एम० एल० ए० चलते हैं और आपके अफसरान चलते हैं। यह भी अक्सर देखने में आता है कि लखनऊ में एक अफसर चलता तो एक टिकट रिजर्व करते हैं लेकिन वह चार, चार सीट रिजर्व करवा लेता है। एक अफसर दो दो कूपे रिजर्व करा कर चलता है। यह चीज लखनऊ स्टेशन पर आम तौर से देखने में आती है। इसलिये अगर आप इस फर्स्ट क्लास को एबालिश कर दें तो अच्छा ही होगा। हम सब लोग बिलकुल थर्ड क्लास में चलने को तैयार हैं।

मैं आम तौर पर इस रेलवे बजट का स्वागत करता हूं लेकिन मैं कहना चाहता हूं कि जो किराया आपने बढ़ाया है वह ज्यादा है। 9 करोड़ का घाटा कोई बड़ा घाटा नहीं है। अगर आप ठीक ढंग से काम संचालित करें तो काफी लोग रेलवेज में से सरप्लस बन सकते हैं। काम भी ठीक ढंग से चल सकता है और खर्चे में भी बचत हो सकती है।

जो आपके रेलवेज के अफसरान हैं इंतजामकार हैं उन में कर्टसी की कमी है। मैंने स्वयं लखनऊ में अपने कानों से एक अफसर को यह कहते हुए सुना है कि कोई हमको थोड़े ही जाना है जिन को जाना है जायं।

यह रेलवे विभाग गवर्नमेंट का एक अर्निंग डिपार्टमेंट है। हमारे रेलवे मिनिस्टर नये नये आये हैं इसलिये मैं चाहता हूं कि वह इधर ध्यान दें और इसमें माकूल बन्दोबस्त करें। जैसा कि शर्मा जी ने कहा एक रूप लाइन बन्नी प्रोपर से होकर दक्षिण से उत्तर तक जा सकती है वह कबौली और बासी होती हुई उस्का तक कर दी जाय और ऐसा करने से रेलवेज को अधिक आय प्राप्त होगी। मैं यह भी चाहूंगा कि मंत्री जी किसी भी लाइन को बन्द न करें और जो बनी हुई है उनको रहने दिया जाय और उन्हें और डैवलप किया जाय।

रेलवे लाइनों के बगल में जो आपकी जमीनें खाली पड़ी है उनको बुटिलाइज किया जाय और उनमें पेड़ लगवाये जाय जिससे कि पानी बरसे। आज तमाम जंगल काटे जा रहे हैं। रेल विभाग इसमें हमारी मदद करे और पेड़ लगवाये इन लाइनों के बगल वाली जमीनें बगल के गांव वालों को दे दी जाय किसानों को खेती-बाड़ी के लिये देदी जायं और उससे काफी इनकम बढ़ेगी और फल आदि भी उपलब्ध होंगे। मेरी प्रार्थना है कि आप मेहरबानी करके इंतजाम ठीक कीजिये आमदनी आपकी बढ़ेगी। आमदनी घटने वाली नहीं है।

श्री अटल बिहारी वाजपेयी ने कहा अब जो यह ट्रक आदि से माल ढोया जा रहा है उससे रेलवेज को घाटा होगा लेकिन मेरा कहना है कि ट्रकों और रेलवे में माल ढोने के काम में प्रतियोगिता होनी चाहिये और ऐसा होने से करप्शन भी दूर होगा

[श्री शिव नारायण]

मैं इस बारे में उत्तर प्रदेश की सरकार का अनुगृहीत हूं कि उसने अपने यहां रोडवेज बसेज चलाई हैं और उससे अच्छी इनकम हो रही है और रेल रोडवेज में एक प्रतियोगिता भी हो रही है जो कि एक स्वागत योग्य चीज है। जिस राम राज्य की कल्पना गांधी जी ने की थी मैं समझता हूं कि अगर उत्तर प्रदेश की सरकार का इस बारे में अनुसरण किया जाय तो वह गांधी जी का रामराज्य का स्वप्न साकार हो सकेगा। इन शब्दों के साथ मैं रेलवे बजट का समर्थन करता हूं।

श्री कांबले (लातूर) : सभापति महोदय रेलवे के सम्बन्ध में मैं अपने विचार रखने जा रहा हूं। रेलवे एक ऐसा विभाग है जो कि हमारे देश में जीवन में भावनात्मक ऐक्य और सांस्कृति को मिलाने वाला है। एक जमाना था कि जब रामेश्वर का यात्री अपनी यात्रा करके काशी पहुंचना चाहता था तो कई सप्ताह ही नहीं कई महीने लग जाते थे। लेकिन आज ऐसी अवस्था बन गई है कि हिन्दुस्तान के किसी भी कोने का आदमी बहुत सुविधापूर्वक एक कोने से दूसरे कोने तक पहुंच सकता है इस रेल के द्वारा। हमको भावनात्मक ऐक्या और संस्कृति का मेल हमें देखने को मिलता है।

युद्ध के जमाने में जब कि एमरजेंसी थी रेलवे विभाग ने और हमारी रेलवे ने जो काम किया है उस की हम को तारीफ करनी चाहिये। दूसरा पहलू यह कि बहुत अच्छा कार्य इस विभाग ने किया है। यह एक अच्छा पहलू है। उसका सुधार भी करना चाहिये जितनी आवश्यकता हो। मैं आपके सामने कुछ बातें रखना चाहूंगा जिन पर आप विचार कर सकें और उसमें कुछ सुधार लाने की कोशिश करें।

माननीय मंत्री महोदय ने अपने भाषण में भी कहा है कि अगर पहले के हिसाब से देखा जाये तो माल के यातायात में जो आमदनी बढ़नी चाहिये थी वह नहीं बढ़ रही है। उसकी वजह यह है कि आज लोग रेल द्वारा अपना माल भेजने के बजाय मोटर से भेजना ज्यादा पसन्द करते हैं। व्यापारी चाहता है कि जो भी माल भेजा जाये वह सुरक्षित जाये। मशीन है, कांच का सामान है या इस तरह का जो दूसरा सामान होता है उसको वह चाहता है कि सुरक्षित पहुंच जाये। यह उसके लिये भी फायदेमन्द होता है और व्यापार के लिये भी फायदेमन्द होता है। मशीनें कांच का सामान आदि चीजें रेल द्वारा सुरक्षित पहुंच जायेंगी इस की कोई गारन्टी नहीं है। बहुत सा सामान टूट फूट जाता है इस लिये लोग मोटर आदि से माल भेजने पर मजबूर होते हैं। अगर थोड़ा बहुत किराया ज्यादा पड़े तो भी वह परवाह नहीं करता है और मोटरों से ही सामान को भेजते हैं। इस लिये आज रेलवे की यह आमदनी घट रही है।

इसी तरह से रेलों के अन्दर जो भोजन की व्यवस्था है वह ठीक नहीं है और उसमें भी सुधार की आवश्यकता है। तीसरे दर्जे के यात्री जो रेलों में चलते हैं उनको भीड़ में यात्रा करनी पड़ती है। इतनी भीड़ हो जाती है कि कोई भी डब्बे से उतर नहीं सकता है स्टेशन से भोजन खरीदने के लिये बड़ी मुश्किल होती है। वह स्टेशन पर खाने के लिये या दूसरे सामान के लिये आर्डर देकर उसको अपने लिये मुहैया नहीं कर सकता है। अगले स्टेशन पर, जब खाना आता है लेकिन इस के खाने की अच्छी व्यवस्था जो होनी चाहिये वह नहीं हो सकती है। मैं अकसर हैदराबाद से दिल्ली आता हूं। दिल्ली से हैदराबाद तक जाने में भी थर्ड क्लास के पैसेंजरों के लिये खाने की कोई सुविधा नहीं है। जिस बर्तन में खाना मिलता है उसमें पापड़ और चटनी साथ सब मिल जाते हैं जिससे खाने की दिक्कत हो जाती है। यही नहीं खाना बहुत गन्दा

होता है और ताजा भी नहीं होता । एक स्टेशन पर आर्डर दिया जाता है तो दूसरे स्टेशन पर बैरे लोग हाथ पर खुली थालीयां लेकर भागते हैं । कभी कभी तो वह हाथ बम के पास थालियां रख देते हैं और उन पर मक्खियां बैठती रहती हैं । मैं चाहता हूं कि वहां पर और ज्यादा सफाई रक्खी जाये थालियां ढांप दी जायें और पैसेंजरों के लिये खाने की अच्छी सुविधा हो ताकि वे ठीक से भोजन कर सकें ।

रेलवे मंत्री ने अपने भाषण में किफायतशारी के सम्बन्ध में रेलों के बारे में जो कुछ कहा है उसका हिन्दी आधान्तर मेरे पास है जिसको मैं पढ़ कर आपको सुनाना चाहता हूं पृष्ठ 8 पर उन्होंने कहा है कि :

> "भविष्य में प्राथमिकता केवल उन्हीं योजनाओं को दी जायेगी, जिनमें पूंजी लगाने से अधिकतम प्रतिफल मिले या जिनसे रेलवे की अर्जन क्षमता में शीघ्र सुधार हो।" इस अर्थ में ज्यादा फायदा हो ।

इस बात को ध्यान में रखना चाहिये । मैं तो कहूंगा कि रेल जहां आती है उस विभाग का उत्कर्ष होता है । इसलिये जहां का उत्कर्ष करना हो उस विभाग में रेल का होना आवश्यक है । आपने कहा है कि उन्हीं कामों को आप हाथ में लेंगे जिनमें आमदनी ज्यादा हो । अगर इस हिसाब से देखा जाये तो मैं मंत्री महोदय से कहूंगा कि महाराष्ट्र में मराठवाड़ा विभाग बहुत ही अविकसित है और रेलों की उसमें बहुत कमी है । उसमें मुश्किल से दो या ढाई लाइनें हैं । ढाई लाइनें मैं इसलिये कह रहा हूं कि परली से चल कर उदगीर स्टेशन के दो तीन स्टेशन बाद वह लाइन दूसरी स्टेट में चली जाती है । एक लाइन और जो मनमाड से सिकन्दराबाद-काचीगुडा है । औरंगाबाद (मराठवाड़) में एक परिषद् हुई थी और वहां पर रेल बढ़ाने की बात हुई थी और उसकी सिफारिश रेलवे बोर्ड के पास और मंत्रियों के पास आई थी । मनमाड नान्देड़ तक माल का यातायात बहुत होता है, लेकिन मनमाड ब्राडगेज पर है वहां से मीटर गेज आरम्भ होती है । नांदेड़ मीटर गेज है । वहां पर ब्राड गेज के न होने से मनमाड से नांदेड़ माल लाने ले जाने में बड़ी दिक्कत होती है । मैं कहना चाहता हूं कि या तो वहां पर डबल लाइन बिछा दी जाये मीटर गेज और ब्राड गेज की या फिर मिक्स्ड लाइन बना दी जाये ताकि दोनों तरह के मालों की सुविधा लोगों को मिल सके ।

इसी साउथ सेन्ट्रल जोन में सिकन्दराबाद से परली सिकन्दराबाद लाइन चलती है जो कि लातूर रोड उस लाइन पर आता है । दूसरी लाइन लातूर से मीरज तक चलती है । लातूर रोड और लातूर स्टेशन का अन्तर 20 किलोमीटर्स का है । लातूर से मीरज जाने वाली जो लाइन है उस लाइन के ऊपर कुर्डुवाड़ी पंढरपुर पड़ता है । कल एक माननीय सदस्य ने कहा था कि यात्रियों को बड़ा कष्ट उठाना पड़ता है । पंढरपुर की यात्रा उसी तरह की होती है जैसे कुम्भ का मेला होता है । आषाढ़ी और कार्तिक में लाखों यात्री पंढरपुर उतरते हैं । हैदराबाद से आने वाले यात्री लातूर रोड तक आते हैं ।

लातूर रोड स्टेशन से लातूर स्टेशन तक जाने के लिये कोई रेल लाइन नहीं है । उनके बीच में मोटरें चलती हैं जिसके कारण लोगों को बड़ी असुविधा होती है । अगर आप उस असुविधा को दूर करना चाहते हैं तो इस बीस किलोमीटर के अन्तर को जोड़ा जाये । यह यात्रियों के लिये भी अच्छा रहेगा और रेलवे के लिये भी अच्छा रहेगा । इससे हैदराबाद से आने वाले यात्री भी रेलवे से पंढरपुर पहुंच सकेंगे । बम्बई से आने वाले यात्री पंढरपुर पहुंच सकते हैं ।जिनको कुर्डुवाड़ी उतर कर आना पड़ता है । पिछले दिनों जब हमारे भूतपूर्व मंत्री श्री स० का० पाटिल पंढरपुर गये थे तो उन्होंने अपने

[श्री कांबले]

भाषण में कहा था कि इस लाइन को बदलना होगा क्योंकि वहां पर नेरोगेज लाइन है। उसी भाषण के आधार पर मैंने उनको लिखा कि आपने बड़ा अच्छा किया जो यह बयान दिया। बड़ा अच्छा होता अगर आप लातूर रोड और लातूर स्टेशनों के बीच में रेल लाइन को जोड़ दें क्योंकि इससे यात्रियों को फायदा होगा। उन्होंने कहा कि हम सोचेंगे।

लातूर से मीरज तक जो लाइन आती है अगर आप उस गाड़ी का हाल सुनेंगे तो आपको बड़ा आश्चर्य होगा। यह एक नेरोगेज लाइन है जो कि अंग्रेजों के जमाने में बनी थी। उस समय से लेकर अब तक उसमें कोई सुधार नहीं हुआ है। किसी एंजिन में सुधार नहीं है किसी डिब्बे में सुधार नहीं है। आपको सुन कर आश्चर्य होगा कि बरसात के दिनों में कई डब्बे ऐसे होते हैं जो कि टपकते हैं। उसमें मुझे जाने का इत्तफाक हुआ। पानी बरसने पर वह टपकने लगा और मुझको छाता लगाना पड़ा। उसके अन्दर छाती पानी ही नहीं टपकता है, बल्कि जो उस गाड़ी में बैठता है वह उसमें सो नहीं सकता चाहे वह फर्स्ट क्लास में हो या सेकण्ड क्लास या थर्ड क्लास में हो। कोई भी आदमी अपनी सीट पर बैठा नहीं रह सकता है। जहां से गाड़ी चली कि आदमी कभी इधर लुढ़कना शुरू कर देता है और कभी उधर लुढ़कना शुरू कर देता है।

एक घटना मैं आपको सुनाता हूं। हाल में 3 मई को मैं बम्बई आ रहा था। मैं लातूर से फर्स्ट क्लास में कुर्डुवाड़ी के लिये बैठ गया था उस डिब्बे में अपर बर्थ किसी और को दे दी गई, लोअर बर्थ मेरी थी। दो स्टेशन जाने के थोड़ी देर बाद अपर बर्थ की एक्सटेंडेड ट्यूब गई और मैं आवाज हुई। मैं जाग गया, देखा तो ऊपर का आदमी मेरे ऊपर झुककर गिरने को है। वह बर्थ में अटक गया था। मेरे साथ एक एम० एल० ए० भी बैठे थे। वह आदमी बीच में फंस गया। तब हम दोनों ने मिल कर उस को निकाला और उसको नीचे सुलवाया। उसके बाद सुबह 4 मई को मैंने कुर्डुवाड़ी स्टेशन मास्टर को नोट कराया। अगर हम लोग उस आदमी को न उठाते तो वह नीचे गिर जाता तो मेरी क्या हालत होती। मेहरबानी करके आप इसकी तरफ ध्यान दीजिये, और लातूर मीरज के इस रेलवे को सुधारिये।

लातूर से मीरज जाने वाली गाड़ी में लातूर, कुर्डुवाड़ी, पंढरपुर स्टेशनों को छोड़ कर कहीं पर भी प्लेटफार्म नहीं है। पंढरपुर यात्रा के समय यात्री जब चलते हैं तो बहुत बुरा हाल होता है। यात्रियों को जो माल का डब्बा होता है उसमें भर दिया जाता है। यह लाइन जो मेरे क्षेत्र से निकलती है, उसका मैंने जिक्र किया। इस लातूर-मीरज रेलवे की गति भी बहुत कम है। लातूर से कुर्डुवाड़ी तक का अन्तर केवल 1.17 किलोमीटर है। लेकिन उसमें आठ घंटे लगते हैं। इसका मतलब है कि एक साइकिल सवार भी उससे ज्यादा तेज जा सकता है। इसी लाइन पर वाशी से कुर्डुवाड़ी तक की जो सड़क है उस पर रेल भी चलती है, ट्रांगा भी चलता है, मोटर भी चलती है, और एक ही वृत्त में सब गुजरते हैं, जिसके कारण न जाने कितने ऐक्सिडेंट हो जाते हैं। वाशी से चार स्टेशनों तक यह एक ही सड़क पर से रेलवे और अन्य यातायात होता है। इसलिये स्टेशन वाले क्या करते हैं कि गाड़ी का जो दरवाजा सड़क की तरफ खुलता है उसको लाक कर दिया जाता है जिससे कि कोई भी आदमी उस तरफ न उतरने पाये लेकिन सब डिब्बों का ऐसा नहीं कर सकते। मैं चाहता हूं कि इस लाइन की तरफ विशेष रूप से ध्यान देकर इसका सुधार किया जाना चाहिये।

दूसरी लाइन का हाल भी सुनिये। सिकन्दराबाद-बल्हारशाह से परली तक जो गाड़ी जाती है वह भी साढ़े तीन घंटा

में आती है उसका भी अजीब हाल है। उस गाड़ी में चार पांच डिब्बे ही रहते हैं। जो डिब्बे होते हैं, आधा उसमें फर्स्ट क्लास का डिब्बा होता है और इसी तरह से थोड़े से मुसाफिरों के लिये दूसरे डिब्बों में जगह होती है। इसका नतीजा यह होता है कि उस गाड़ी में बहुत ज्यादा भीड़भाड़ रहती है। उसमें यात्री इस कद्र भर जाते हैं कि बैठने की बात तो क्या पैर धरने की भी जगह नहीं रहती है। दूसरी गाड़ियां भी वहां आप चलायें डिब्बे ज्यादा लगायें ताकि यात्रियों को सुविधा हो।

वकाराबाद से परली तक का जो फासला है वह 268 किलोमीटर है। इस फासले को तय करने में यह गाड़ी दस घंटे लेती है। लोग इस गाड़ी में बैठ कर परेशान होते हैं। लेकिन क्या करें, और कोई जाने का साधन न होने की वजह से उनको इसमें जाना पड़ता है।

एक और आश्चर्य की बात मैं आपको बतलाना चाहता हूं। इस लाइन पर पानी की कमी है। इसलिए कई जगहों पर स्टेशनों के बीच में पानी के टैंक्स बने हुए हैं, पम्प लगे हुए हैं और इन पम्प्स की सहायता से पानी टंकी पर चढ़ाया जाता है और पानी लिया जाता है। लोहारा नाम के स्टेशन के पास से पानी लिया जाता है लोहारा टंकी में चूंकि पानी की बहुत कमी थी इसलिये कुठानाम के एक गांव के पास पानी की व्यवस्था हो सकती थी। गांव के लोगों ने कहा कि हम पानी सप्लाई करते हैं, आप कम से कम गाड़ी को यहां रोकने का इंतजाम तो करें। उन्होंने बावली खोद ली, रेलवे ने टैंक बना दिया और पाइप लगा दी और इधर इन्होंने गाड़ी को वहां ठहराना शुरू कर दिया। उस टैंक से जब पानी की तंगी होती है, तो पानी लिया जाता है और गाड़ी को वहां ठहराया जाता है। लेकिन बरसात के दिनों में और अन्य समय भी जब सभी जगह पानी मिल सकता है, गाड़ी को यहां ठहराया नहीं जाता है। इसका नतीजा यह होता है कि लोग वहां पहुंच कर जंजीर खींच लेते हैं और गाड़ी खड़ी हो जाती है। जिनको चढ़ना होता है वे चढ़ जाते हैं और जिनको उतरना होता है वे उतर जाते हैं। न यहां कोई स्टेशन मास्टर है और न ही टिकट इशू करने वाला कोई आदमी है और न ही टिकट लेने वाला कोई आदमी। यहां से जो लोग आगे जाते हैं और दूसरे स्टेशन पर जाकर उतरते हैं, तब वे कह देते हैं कि वे कुण्ठा से आ रहे हैं तो उनको उन स्टेशनों से बाहर जाने दिया जाता है। इस तरह की जगहों पर अगर आप हाल्ट बना दें तो इसमें क्या आपत्ति की बात है। जब आपने मान लिया था कि वहां आप गाड़ी ठहराया करेंगे तो वहां हाल्ट बनाने में आपको कोई आपत्ति नहीं होनी चाहिये। नहीं तो सैकड़ों लोग बिना टिकट के चलते हैं।

Shri Nambiar: It all looks like a novel or a drama. Are all these facts? Is our railways running like that?

The Minister of Railways (Shri C. M. Poonacha): He is explaining how the people pull the chain and stop the train.

Shri Nambiar: He says, there is no Station Master and there is nobody even to issue tickets.

श्री कांबले : और भी मुसाफिरों की जो तकलीफें हैं उनकी ओर मैं आपका ध्यान दिलाना चाहता हूं। यह जो गाड़ी परली से वकाराबाद जाती है इसके डिब्बों की सफाई नहीं होती है, ढेरों कूड़ा, कचरा इसमें पड़ा रहता है। जब इसके बारे में स्टेशन मास्टर को कहा जाता है तो वह जवाब दे देता है कि हम क्या करें, हमारे पास कोई स्वीपर नहीं है, कोई सफाई करने वाला नहीं है। बहुत ही वहां पर अजीब हालत है। रास्ते में अगर इंजन में पानी खत्म हो जाता है तो इंजन पानी के लिये पानी की टंकी पर या परली जाता है और गाड़ी इस कारण से छः छः घंटे खड़ी रहती है।

[श्री कांबले]

इस लाइन पर कई स्टेशन पड़ते हैं, जो बहुत महत्व के हैं। उदगीर एक बड़ी व्यापारिक मंडी है। वहां काटन का और मूंगफली का बहुत व्यापार होता है। वहां स्टेशन पर कोई शेड नहीं है। लोग धूप में खड़े रहते हैं। इसका आपको इन्तजाम करना चाहिये। एक वेटिंग रूम है जिसमें बड़े क्लास के चालीस पचास से ज्यादा आदमी नहीं बैठ सकते हैं। हजारों की संख्या में यात्री यात्रा करते हैं, लेकिन उन के वहां बैठने तक का इन्तजाम नहीं है। स्टेशन में पीने का पानी तक नहीं है। गांव में नल है लेकिन स्टेशन में वहां पानी नहीं है। वहां से आप पानी ले लीजिये और स्टेशन पर पानी का इंतजाम तो कीजिये। लोगों में जो बेचैनी वहां फैली हुई है, उसको आप दूर करें।

रेल स्टेशनों में और पटरी के आसपास तथा दूसरी जगहों पर हजारों एकड़ भूमि व्यर्थ पड़ी हुई है। उसमें हजारों मन अनाज धान आदि पैदा किया जा सकता है। मैं अनुरोध करूंगा कि क्यों नहीं आप स्वयं या किसी दूसरों को उस जमीन को देकर उसमें धान आदि की पैदावार करवाते हैं। इससे अनाज की उपज हमारे देश में बढ़ सकती है। अन्न-धान की समस्या हल करने में आपकी जमीन का उपयोग होगा।

Shri Nambiar: Mr. Chairman, Sir, just now I heard a speech coming from one of the Members on the other side which surprised me and, I think, the whole House, about the bad conditions of the railways, even though it may be a branch line. How can we congratulate the Railway Minister for bringing the railways to this condition which is so bad? No one need explain it further, I think, and to add to that, he has increased the freights and the fares of third class, second class, and first class passengers.

Sir, only a month back, when we discussed the interim Budget of the Railway, I put a pointed question to the hon. Minister whether he was going to increase the fares and the freights. But he did not give an answer. He has given an answers now. He has raised the fares and the freights. Is he justified in doing so? I strongly oppose his move in increasing the fares and the freights.

By increasing the fares, he is depriving the third class passengers or the common man of even the meagre facility that he gets by travelling by third class. By increasing the freight, the Railways are encouraging an increase in the price spiral and it is going to do much harm to the nation. Therefore, it is still not late; the hon. Minister must try to give up this idea of increasing the fares and freights and he must try to improve the condition of Railways even without increasing the fares and freights. I can suggest to him how he could do it. I can tell him very clearly that the Railways' economy is dwindling not because transport or traffic is not forthcoming, but it is because of the inefficiency of the Railway system to utilise it to the maximum that it can. I can quote two examples here.

I have got a telegram from my place, Tiruchirapalli, where 50,000 bags of jaggery are lying idle for the last two weeks for want of wagon movement, either metre guage or broad guage, towards Bombay. The reason given by the Southern Railways is that there is a ban from the South Central Railway that no booking should be done towards Bombay side. I represented to the local Divisional Superintendent; I sent a telegram to the hon. Minister; I also sent a letter to him; still, wagons are not forthcoming, when the Railways say that there are wagons, enough and more, and they also say that they have got enough space on the railway track. If that is so why should these things happen? It clearly shows that the Railway administration is not in a

position to utilise whatever material it has got in the way of rolling stock and railway track.

I can give another example. This morning I got a letter from Vedaranyam saying that salt could not be shifted from there; salt is lying idle in a vast area; thousands of bags are lying idle wagons cannot be given.

This is from my part of the Railways. Such stories will be more in other parts of the Railways. Just now we heard from the hon. Member the condition in his part of the Railways. If this is so, you can find out the reason where the economy fails; it is because of the inefficiency of the Railways. The hon. Minister must try to improve the condition, the system of Railway and its working rather than go to the people and say, "give us more fares and freights". Anybody can do that. Of course, I have got so much of respect for Mr. Poonacha. Anybody sitting there can straightway say, "I want so much money and that is why I am increasing the fares and freights". It does not show the determination or the capacity of the hon. Minister I would request the hon. Railway Minister to resist that temptation of the officialdom of asking for increase in fares and freights and to say. "I will improve the condition of the Railways and the efficiency of the Railways and thereby I will earn more money". He can do so.

Then, there is competition between road and rail. The Railways cannot compete with the road! After all, what a truck on the road can carry is 3 or 4 or 5 tonnes at the most whereas a train can carry thousands of tonnes. The Railway is an established system with so much of capital absorbed and so many men working. If this Railway cannot compete with the traffic on the road, the puny little lorry, that shows that the pinch of the shoe is there; you can find the failure on the part of the Railways. This little, puny truck is competing with the mighty Railway! Therefore, something is seriously wrong with the Railways. The Railway Minister and the Railway experts must open their eyes to see the defect and they must set it right and not add to the spiralling of prices in the country at such a critical hour of our history when the price spiral has gone up and people are finding it impossible to live in this country. After all, the situation is so bad. Practically we do not know where this will lead us after a few months or years. Therefore, every effort should be made to see that the spiralling of prices is reduced; price soaring should not be allowed; there must be a determination on the part of the Government mechanism, including every Ministry. I should say that it is a crime today to allow things which will help spiralling of prices.

That is a crime and it has to be treated as an offence and as a crime. Therefore, I strongly oppose this move with all the vehemence at my command.

Coming to the question of the operational side, what is it that the Railway Minister has to offer? He has said that the railways are working with more staff and, therefore, the staff has to be reduced, and economy must be effected. If the staff is more, I would agree with him that we should reduce it. But what are the facts? Let us see the facts as they are. What happened on the day the Railway Minister presented his budget here and made his budget speech? We had the most serious tragedy in the from of the railway accident at Kuppam, in which, according to the Railway Minister's figures, 62 people had died and many were seriously wounded. How did that accident happen? I know a little bit of it. The Kuppam accident took place because of the failure of the brake system. How did the brake system fail? It failed because there was no attendant on the line.

Mr. Deputy-Speaker: The hon. Member should try to conclude now.

Shri Nambiar: I have hardly started my speech.

Mr. Deputy-Speaker: He is entitled to 11 minutes and he has already taken nine minutes and he should try to conclude in two minutes.

Shri Nambiar: The brake system did not work because it had not been attended to. The men who should have been there on the rolling-stock and on the line were not there. I have been repeatedly complaining to the Railway Ministry and to the Southern Railway Administration that there is a serious shortage of staff on the rolling-stock side. I visited only last week the Quilon station on the Southern Railway, where according to the book figures there should have been 120 men on the rolling-stock but there were only 57 persons present; the remaining persons were not given.

In the name of economy, the railways are reducing the staff to such an extent that accidents will be a daily occurrence. In the course of my speech on the Interim Budget this year, I had said that if the railways were to reduce the men on the line, Parliament would have no other work to do except to discuss railway tragedy and railway accidents. The record shows that, and let the hon. Minister read it again. I would like to tell him that he should not play with fire and he should not do things which he does not know. The Railway Board and the Railway Administration will easily fool him by saying that economy can be effected only by reducing staff. Let him not get into the trap; if he does, he will be finished. I would warn him once again of that.

Otherwise, he will be forced to resign and run away, saying 'I cannot face these accidents' just as the late lamented Lal Bahadur Shastri once did and ran away. I warn him once again with all the seriousness that I can command.

I know that the railwaymen are working for 12 hours and even 20 hours. Would the hon. Minister not agree with me when I say this?

Shri C. M. Poonacha: Certainly not. My hon. friend knows that there are duty time limitations. Does any railway workman work for 20 hours? Can he give me those instances?

Shri Nambiar: I can give him the facts.

Shri C. M. Poonacha: I do admit that if there is some accident, or such accentuating circumstances extra work is demanded; under certain very special or distressing conditions, a railway worker or a driver or whoever else it may be; may be asked or expected to work for a long period. Otherwise, the duty-time limitations are there. Nobody here in this country will work for anything more than that.

श्री मधु लिमये (मुंगेर): इस नियम पर अमल नहीं होता है। इस मामलों उदाहरण दे सकते हैं।

Shri C. M. Poonacha: Even if he does work for extra time, he is amply compensated by overtime payments also. So, let not my hon. friend exaggerate things. Let him put things as they are.

Shri Nambiar: What the hon. Minister has said is now on record. Will he implement it? I would like to know whether he will implement it and he will see to it that it is implemented.

Shri C. M. Poonacha: Certainly.

Shri Nambiar: Will he prove that a driver or a fireman who is on the engine foot-plate is not being asked to work normally for more than 12 hours? If he does it, then I can even join the Congress. If they will implement it I would give him this challenge.

श्री मधु लिमये : क्या माननीय सदस्य कांग्रेस को अन्दर से खत्म करना चाहते हैं?

Shrimati Tarkeshwari Sinha (Barh): The hon. Member's assurance is very welcome. We were waiting for it. We would welcome him in the Congress.

Shri Nambiar: But first create the conditions for it.

श्री मधु लिमये : हम माननीय सदस्या का इधर स्वागत करेंगे।

Shri Nambiar: I know the working condition of the driver and the fireman and many others. He is normally made to work more than 12 hours. The rule says that he is authorised to claim rest if he goes beyond 12 hours, but when he claim rest by sending a telegram, he is threatened by suspension, and he is forced to take the engine further. This is the normal practice. If, under extraordinary conditions, he has to work more, I will be happy, but it is not so. For God's sake, please study the conditions and see that they are rectified. When you reduce the staff, which is already reduced to the minimum, in the name of economy, you are endangering the railway safety, and you are endangering the national transport. I submit that in all humility not because I have love only for the workers, but because I have love for the railway and for the people who are travelling. Therefore, let us not do that.

The present system of your divisional set-up requires re-thinking. During the British days they had the system of district of divisional officials looking after the staff themselves and not the divisional personnel office. Today in a division, which has 600 or 700 miles of railways, there are 15,000 employees and one divisional personnel officer is asked to look after the daily needs and all the necessities of 15,000 workers who are 600 or 700 miles away from headquarters. What happens? The worker's daily necessities or needs, even the barest minimum, is not attended to by the divisional personnel officer. He does not know him also, with the result that normal salary, travelling allowance, annual increment, leave, everything is delayed, with the result that the divisional set-up so far as the personnel side is concerned has failed. Therefore, he must try to revert back, the staff must be attached to the Divisional Executive Officer, whether DME, DE or Divisional Operating Superintendent, so that the officer who operates the railway will know the men with whom he is operating, so that he will look to the needs of the men, that they have proper conditions of work. This divisional personnel office system should be reviewed so that it may work better.

He must grant recognition to the union which has the support of the maximum number of employees, and not the other way about.

Finally I would request him for a railway link to Kanya Kumari. It is a place which all Indians should go and see. I am inviting 50 crores of Indians. For that there must be a railway line, a link from Trivandrum to Kanya Kumari and from Tinnevelly to Kanya Kumari.

श्री मचवल सहाय (सुल्तानपुर) : उपाध्यक्ष महोदय, मैं आपका बड़ा आभारी हूं कि आपने मुझे मौका दिया कि मैं रेलवे बजट के सम्बन्ध में अपने विचारों को इस हाउस के सामने रख सकूं। मैं जिला सुल्तानपुर से आता हूं, जो उत्तर प्रदेश का एक छोटा जिला है, लेकिन मैं समझता हूं कि एक छोटा जिला होते हुए भी ऐतिहासिक दृष्टिकोण से उसको महत्ता कुछ कम नहीं है। प्राचीन इतिहास से यह प्रमाणित है कि इस जिले का नाम पहले "कुशभवन पुर" था,

[श्री भगवत सहाय]

जिसको पुरुषोत्तम भगवान श्री रामचन्द्र के सुपुत्र कुश महाराज ने बसाया था। उस के बाद मुसलिया सल्तनत के जमाने में इस का नाम सुलतान पुर रखा गया। इस सुलतानपुर जिले ने 1857 में जो पहला स्वतंत्रता संग्राम हुआ, उस जमाने से हिन्दुस्तान की आजादी के लिये नुमायां काम किया। इस जिले के भोले सुलतान ठाकुरों की संख्या पहले भी फौज में बहुत ज्यादा थी और अब भी इस जिले के बराबर और जिलों के लोगों की संख्या फौज में नहीं है। इस के अतिरिक्त मैं यह भी बताना चाहता हूं कि यह वही जिला है कि जिस रास्ते से श्री रामचन्द्र जी महाराज बनवास को गये और फिर इसी जिले के रास्ते से वे लौटे भी थे। इस जिले में ऐसे-ऐसे मुकामात हैं, जिन में साल में तीन मर्तबा, चार मर्तबा लाखों यात्री दूर दूर से आते हैं। मैं यह भी बताना चाहता हूं कि सन् 1920-21 में जब हमारे देश में स्वतंत्रता संग्राम शुरू हुआ, तब से यह जिला अपनी सेना तथा कुर्बानियों में किसी से कम नहीं रहा। उस वक्त के "यंग इंडिया" के पर्चे देखे जांय तो पता चलेगा कि कम से कम यू० पी० में यह ऐसा जिला रहा है जो महात्मा गांधी के तमाम कामों में हमेशा अग्रसर रहा है। मैंने इस वास्ते यह इतिहास आपके सामने रखा ताकि रेलवे मिनिस्टर साहब को यह पता चल जाय कि इस जिले के बारे में रेलों की व्यवस्था क्या है।

हमारे जिले के एक तरफ बाराबंकी है और दूसरी तरफ रायबरेली है और तीसरी तरफ आजमगढ़ है, मगर सुलतान पुर से आजमगढ़ जाने के लिये, बाराबंकी जाने के लिये, रायबरेली जाने के लिये कोई भी लाइन नहीं है और जो लाइन इस वक्त है, आपको सुन कर आश्चर्य होगा—50 वर्षों से इलाहाबाद-फैजाबाद की लाईन चल रही है, मगर आज तक कोई एक्सप्रेस ट्रेन इलाहाबाद से फैजाबाद जाने के लिये जारी नहीं की गई।

इस के साथ मैं यह भी बताना चाहता हूं कि जो लाइन हमारे जिले में लखनऊ से सुलतानपुर होते हुए जफराबाद जाती है, उस लाइन पर आजतक न कहीं पर, दो स्टेशनों को छोड़कर, न तो पानी का कोई प्रबन्ध है और न कहीं पर कोई दुकान है। लखनऊ से चलिये, जफराबाद तक चले जाइये, सिवाय निहालगढ़ और सुलतान पुर के कहीं भी खाने-पीने की, बल्कि पानी तक की व्यवस्था नहीं है। इस लाइन का इतना इंगनोर किया गया है—मेरा खुद का तजुर्बा है कि हफ्ते में एक मर्तबा या दो मर्तबा ऐसा होता है कि न वहां किसी डिब्बे में रोशनी होती है और न पंखा और न दूसरी किसी चीज का इन्तजाम है।

मैं यह भी बताना चाहता हूं कि इस जिले में आज तक कोई कारखाना या किसी किस्म का उद्योग नहीं खोला गया—न इण्डस्ट्रीयल न टैक्सटाइल और न कोई शुगर मिल—कुछ भी नहीं है। हमारी इस गवर्नमेंट ने 1961 में यह तजवीज की थी कि एक रेलवे का वर्कशाप वहां पर खोला जाय, मगर हमारे जिले की बदकिस्मती से उस समय हमारे जिले के जो पार्लियामेंट के मेम्बर थे, वे दूसरे जिले के थे, वह रेलवे वर्कशाप को जो वहां खुलने वाला था उसको बनारस लेकर चले गये। वहां पर इस वक्त एक लोको वर्कशाप है, जो कि अभी तक कायम है, लेकिन उसके लिये भी यह तजवीज हो रही है कि उस को भी हटा दिया जाय, और उसको लोको शैड कर दिया जाय। मैं इन सब बातों की तरफ मिनिस्टर साहब की तवज्जह दिलाना चाहता हूं।

एक बात जो हम लोगों के लिये खास तौर से तकलीफ देह है वह यह कि जब हम लोग दिल्ली से लखनऊ जाना चाहते हैं— हमारे लिये दो ट्रेन जरूर हैं– एक मेल और दूसरी एक्सप्रेस । लेकिन लखनऊ जाकर हम ठप्प हो जाते हैं, वहां पर कोई भी इस बात की सुविधा नहीं है कि हम लोगों को लखनऊ से सुलतान पुर या लखनऊ से जौनपुर के लिये कोई ट्रेन मिल सके, ताकि हम आसानी से और जल्दी से पहुंच सकें ।

मैं यह भी आपका ध्यान दिलाना चाहता हूं कि लखनऊ से कलकत्ता जाने के लिये या पूरब में कहीं भी जाने के लिये सब से नजदीक का रास्ता सब से छोटा रास्ता सुलतानपुर-जौनपुर होते हुए है । अगर कोई ट्रेन डाइरेक्ट दिल्ली से कलकत्ता के लिये इस रास्ते से कर दी जाय तो उस से जनता को और रेलवे एडमिनिस्ट्रेशन को भी फायदा होगा, क्योंकि यह शौर्टेस्ट रूट है, लेकिन बजाय उस तरफ जाने के ट्रेनों को या तो प्रयागराज होते हुए, या फैजाबाद से या इलाहाबाद से भेजा जाता है । अगर इन ट्रेनों में से कोई भी ट्रेन सुलतानपुर के रास्ते से डाइवर्ट कर दी जाय तो जनता को भी सुविधा होगी और रेलवे को भी फायदा होगा ।

जितनी ट्रेनें इस समय इलाहाबाद के रास्ते से कलकत्ता जा रही हैं, उन में से कई मेल ट्रेन्ज हैं और कई एक्सप्रेस ट्रेन्ज हैं, इन में से भी एक ट्रेन सुलतानपुर और जौनपुर के रास्ते से डाइवर्ट हो सकती है । अगर यह भी नहीं हो सकता है और कोई ट्रेन डाइवर्ट नहीं हो सकती है, तो कम से कम जो यहां से दो ट्रेनें लखनऊ को जाती हैं— दिल्ली लखनऊ मेल या दिल्ली लखनऊ एक्सप्रेस इन में कम से कम एक बोगी एटेच कर दी जाय जो फर्स्ट क्लास, सैकेन्ड क्लास और थर्ड क्लास के पैसेन्जर्स को लेकर चले और वहां जा कर सुलतानपुर की ट्रेन में, जो ट्रेन फैजाबाद को जाती है, जोड़ दी जाय, इस से लोगों को काफी सुविधा हो जायगी ।

तीसरी बात मैं यह कहना चाहता चाहता हूं कि हमारे जिले में और आसपास के जिलों में, जैसा कि और माननीय सदस्यों ने भी बताया है, रेलवे लाइन के किनारे किनारे बहुत सी जमीन खाली पड़ी हुई है । मुझे खुद इस बात का तजर्बा है—सुलतानपुर के करीब जहां कोई भी डिग्री कालिज आज तक नहीं था, मैंने डिग्री कालेज खोलने के लिये इस्तदुआ की और यह दरख्वास्त की कि 1500 फीट लम्बी और 500 फीट चौड़ी जमीन वहां पर खाली पड़ी हुई है सड़क के किनारे, अगर वह जमीन कालेज के लिये दे दी जाय तो कालेज खुल सकता है । उस के लिये जांच हुई, वहां के इन्जीनियर साहब ने रिपोर्ट की कि यह जमीन दे दी जाय, उस से रेलवे को फायदा हो सकता है, लगान मिल सकता था, कीमत मिल सकती थी, लेकिन रेल के चीफ इन्जीनियर साहब ने उस को नामन्जूर कर दिया ।

इसी तरह से अहमपुर स्टेशन के लिये बहुत सी जमीन एक्वायर हुई, लेकिन वह स्टेशन नहीं बना, दूसरी जगह बना । वह जमीन भी खाली पड़ी हुई है और इस्तेमाल में नहीं आ रही है । मैं अपने उन साथियों के साथ सहमत हूं जिन्होंने यह कहा है कि रेलवे लाइन के किनारे किनारे जो जमीन खाली पड़ी हुई है, अगर वह उठा दी जाय, अगर वह किसानों को दे दी जाय तो उन से सालाना लगान मिल सकता है और गल्ले की उपज बढ़ सकती है ।

इसी के साथ साथ मैं यहां पर टिकटलेस ट्रेवलिंग के बारे में भी कुछ कहना चाहता हूं । इस बारे में यहां पर बहुत से सुझाव दिये गये हैं, मगर आज तक किसी ने यह नहीं कहा

[श्री गणपत सहाय]

कि टिकटलेस ट्रेवलिंग में शरीक होने वाले लोगों में स्टूडेन्ट्स ज्यादा है। शहरों के करीब जो स्टूडेन्ट्स रहते है, वे पहले से आकर फर्स्ट क्लास, सैकेन्ड क्लास में बैठ जाते है और कोई पूछताछ वहां पर नहीं होती है कि तुम्हारे पास टिकट है या नहीं है, इस को रोकने की व्यवस्था रेलवे मिनिस्टर साहब को करनी चाहिये। बहुत बड़ा नकसान रेलवे का इस तरह से हो रहा है। स्टूडेन्ट्स कम्यूनिटी बिना-टिकट हर शहर में, खास कर उन स्टेशनों पर जो शहरों के नजदीक है, रेल में चढ जाती है और उतरती नहीं है। आखिर मेरा निवेदन है कि रेलवे मिनिस्टर साहब इन सब बातों पर ध्यान देंगे।

बजट के विरुद्ध इतनी बातें कही गई, इतने आक्षेप हुए, इतनी क्रिटिसिज्म की गई और इतनी नुक्ताचीनियां की गई लेकिन मैं तो रेलवे मिनिस्टर साहब से हमदर्दी रखता हूं और यही उनसे कहूंगा कि जो इजाफा आप के ऊपर नुक्ताचीनियां हुई है वह रेलवे फ्रेट और रेलवे का टिकट बढ़ाने के लिए ही है। अगर आप उन जमीनों को, जो कि हमारी रेलवे लाइनों के आसपास खाली पड़ी हुई हैं, उनको आप किसानों को काश्त आदि के लिए उठा देंगे तो आपको फ्रेट बढ़ाने या किराया बढ़ाने की जरूरत नहीं पड़ेगी। मैं इन शब्दों के साथ रेलवे मिनिस्टर साहब को धन्यवाद देता हूं कि उन्होंने इस बात की कोशिश की है कि किसी तरीके से उनका बजट बैलेंस्ड हो।

श्री रणधीर सिंह : काबिले एहतराम स्पीकर साहब, मैं अपनी तकरीर को एक मिसाल देकर शुरू करता हूं। हमारी सरकार के चौधरी अपनी रिश्तेदारी में गया। वह ज्यादा दूध पीने का आदी था। चौधरी साहब जिस घर में गये वहां दूध थोड़ा होता था और चौधरानी भी ज्यादा किफायतशार थीं। छोटे गिलास में दूध देती थीं। चौधरी बड़ा होशियार था। छोटा गिलास दूध का पीने से उस की तसल्ली नहीं हुई। वह चौधरानी से कहने लगा कि चौधरानी तो बहुत अच्छी है, दूध और मिल जायेगा, एक गिलास, दो गिलास या तीन गिलास भी दूध मिल जायेगा लेकिन गिलास बनाने वाले ने गजब कर दिया कि गिलास उसने कितना छोटा बनाया? अब मंत्री साहब को तो मैं जानता हूं कि निहायत पुरखलूस हैं और एक लगन और तड़प उन के दिल में गरीब के लिए है, गरीबों के वास्ते कुछ करना चाहते हैं लेकिन जिस गैबी हाथ ने यह बजट तैयार किया उसमें मेरी तसल्ली नहीं हुई। अब उस चौधरानी की तरह मिनिस्टर साहब तो निहायत पुरखलूस है और गरीबों के लिए करें। लेकिन वह गिलास बनाने वाला जो गैबी हाथ है जिसने कि गिलास बनाया उसे गरीबों की चिन्ता नहीं है।

देहातों के और शहरों के गरीब किसान और मजदूर भाई रेलवे पर नाज करते है और रेल को अपनी सवारी कहते है, गरीब की सवारी कहते है, मुझे मिनिस्टर साहब माफ करेंगे अगर मैं एक मिसाल दे दूं। वह यह कहते हैं कि अंग्रेज चले गये लेकिन एक बात बहुत बढ़िया कर गये। अंग्रेज हमें रेल बना कर दे गये। अब जब रेल गरीबों की सवारी है और वह उससे छीनी जाय तो वह उसके साथ नाइंसाफी ही होगी वह बेचारे पहले बैलगाड़ी में या छोटी लढिया गाड़ी में सफर किया करते थे या कभी बारात के वक्त या कभी कुरुक्षेत्र

जाना हुआ, हरिद्वार जाना हुआ या जयपुर जाना हुआ परमात्मा का नाम लेने के लिए तो वह बड़ी शान के साथ रेल गाड़ी में बैठते हैं। अब इस तरह से किराया बढ़ा कर उन बेचारों को भगवान के पास भी जाने से रोका जा रहा है। मैं कहना चाहता हूं कि यह ठीक बात नहीं है। अपने अपने दिल पर हाथ रखिये आप भी मानते हैं दो अरब रुपये की आमदनी होती है। रेलवेज को खाली थर्ड क्लास पैसेंजर्स से दो अरब रुपय साल की आमदनी होती है। यह जो एयर कंडीशंड में बैठने वाले भाई हैं, बड़े साहब हैं, फर्स्ट क्लास में, सैकैंड क्लास में सफर करते हैं और उनसे कुल 25 करोड़ रुपये की आमदनी होती है जबकि वह गरीब लोग 2 अरब रुपया पब्लिक एकमबैकर को देते हैं। इसके विपरीत केवल 25 करोड़ रुपया साहब लोग, हैट टाई वाले जो अक्सर फर्स्ट क्लास में पास से बैठते हैं परमिट से बैठते हैं वह देते हैं। आप उन 2 अरब रुपया देने वालों के लिए ज्यादा से ज्यादा एमेनिटीज प्रोवाइड करें यह आपकी अखलाकी जिम्मेदारी है। वह बेचारे गरीब लोग तो पहले से ही परेशान व दुखी हैं। थर्ड क्लास के डिब्बों में अत्यधिक भीड़ होती है, बड़ी ओवरक्राउडिंग रहती है और जिनसे रेलवेज को दो अरब रुपये साल की आमदनी प्राप्त होती है उनकी हालत यह है कि जहां पचास सवारियां होनी चाहिएं वहां 100, 100 और 150, 150 लोग बैठते हैं। यह लोग लाचारी में टट्टी में आकर बैठते हैं, नीचे फर्श पर बैठते हैं। एक मर्तबा कोई एक बाबू वाला फर्स्ट क्लास, या सैकैंड क्लास में चला गया और जब उसे कहा गया कि यह तो सैकैंड क्लास है वह कैसे इसमें चढ़ आया तो उसने सीट वाले गद्दे को उठा कर नीचे रख लिया और कहने लगा कि अब तो यह थर्ड क्लास हो गया। हमारे यहां जो अलग अलग क्लासेज बन गये हैं एक गरीब का क्लास और एक अमीर का क्लास यह हमारे सोशलिज्म के खिलाफ है। देश में जो समाजवादी व्यवस्था कायम करने का हमारा उद्देश्य है जो एक मिशन है यह अलग अलग क्लास कायम रखना उस हमारे लक्ष्य व सिद्धान्त के विपरीत जाता है।

मैं आप से यह कहना चाहूंगा कि चूंकि रेल की सवारी गरीब की सवारी है इसलिए आप गरीब के लिए सफर करना मुश्किल न करें। उस के लिए जो 19 करोड़ रुपये का टैक्स लगाया है मैं बतलाऊंगा कि आप कहां से उसे पूरा करें। एक देहाती होने के नाते उन की नब्ज पर मेरा हाथ है और मैं वही बात कहने वाला हूं जोकि देश के गरीब काश्तकार कहते हैं। यह फ्रेट पर, बोझे पर ढुलाई की दर बढ़ा कर, उन गरीब लोगों पर 19 करोड़ रुपया और लाद दिया है। रेलवेज ने जो मालगाड़ियों का भाड़ा बढ़ाया है मैं उस के खिलाफ हूं और पूरे जोर के साथ और डंके की चोट पर यह बात कहना चाहूंगा कि मैं उस इनक्रीज के खिलाफ हूं और उस का कारण यह है कि मालगाड़ी में या तो चारा जाता है, अनाज जाता है या फिर मालगाड़ी में सीमेंट, लोहा और कोयला और खाद जाती है या पत्थर जाता है। यह सारी चीजें ऐसी हैं यह वह माल बरदारी है जिन्हें कि किसान इस्तेमाल करते हैं। जाहिर है कि अगर इन चीजों को ढोने का रेल का भाड़ा बढ़ेगा, चारे की ढुलाई की दर बढ़ेगी, गल्ले का किराया बढ़ेगा, लोहे, सीमेंट, कोयले और पत्थर का किराया बढ़ेगा अर्थात् ऐसी चीजों का किराया बढ़ेगा जोकि हर गरीब आदमियों के हर रोज काम में आती हैं तो उन चीजों के दाम भी बढ़ेंगे। गरीब आदमी की जो पावर आफ परचेज है वह बड़ी महदूद है और अगर उनकी कीमतें और ज्यादा बढ़ेंगी तो वह उन्हें खरीद नहीं सकेगा। जब डिमांड ज्यादा होगी तो उन की कीमतें

[श्री रणधीर सिंह]

बढ़ेंगी, पेरेशानियां बढ़ेंगी और क़हत के हालात रूनुमा होंगे और देश में अच्छे हालात नहीं होंगे। मैं यही कहना चाहता हूं कि यह जो फ्रेट बढ़ाया गया है मैं उस के हक़ में नहीं हूं और यह 19 करोड़ रुपया दूसरी जगह से लिया जा सकता है। वह रुपया कहां से लायें वह मैं आप को बतलाता हूं। मैं एक नई बात बताने लग गया हूं और वह है भी काबिले अमल। मैं कोई अनोखी बात नहीं कहता हूं। जो रेलवे के मुलाज़मीन हैं, बड़े या छोटे, वैसे मैं रेलवे के अफसरों का आदर करता हूं लेकिन हमारी रेलवेज के जो मुलाज़मीन हैं छोटे या बड़े, उन की रैपुटेशन कोई अच्छी नहीं है। अपने दिल पर हाथ रख कर पूछिये तो यह मेरी बात आप को माननी पड़ेगी। जो एफिशिएंसी उन में पहले थी वह काबलियत जो उन में पहले थी वह आज नहीं रही, जो ईमानदारी पहले थी वह आज नहीं रही। आप का 9 लाख का इस्टैब्लिशमैंट है जोकि मेरी समझ से बहुत ज्यादा है। कहा जाता है कि इतना बड़ा इस्टैब्लिशमैंट सिवाय अंग्रेजों के और किसी की रेलों में इतना बड़ा इस्टैब्लिशमैंट नहीं है। यह जो इतना बड़ा इस्टैब्लिशमैंट है और सरप्लस है उस को आप कम करें, छंटनी करें, उन्हें नौकरी से अलग करने की ज़रूरत नहीं है बल्कि उनको दूसरे उपयोगी कामों में हम लगा सकते हैं।

16 hrs.

आप ने बतलाया है कि हमारे पास 90 हजार एकड़ ज़मीन रेलों के साथ साथ है लेकिन मैं कहता हूं कि आप के यह आंकड़े गलत हैं क्योंकि मेरी समझ में 90 हजार एकड़ ज़मीन तो खाली दिल्ली अम्बाला कालका तक रेल के किनारे पड़ी मिल जायगी। आप दिल्ली से कलकत्ता जाइये, बम्बई जाइये, 1000, 1000 और 2000, 2000 मील लम्बी रेलवे लाइन है और उस के साथ साथ दो-दो सौ गज ज़मीन पटरी के दोनों तरफ़ पड़ी मिलती है और आप अंदाजा लगा सकते हैं कि इस तरह से वह कोई एक लाख एकड़ ज़मीन जाकर बैठेगी। इस तरह से मेरी समझ में कई लाख एकड़ ज़मीन आप के पास है। उस को आप ऐक्सप्लाएट कीजिये, उस को आप टैप कीजिये, आप उस का एक फार्म बनाइये। इस सिलसिले में डा० लोहिया ने मेरी राय में, जो एक फूड आर्मी बनाने की बात कही है वह अच्छी बात कही है। मैं चाहूंगा कि यह रेलवेज का जो इतना बड़ा 9 लाख आदमियों का इस्टैब्लिशमैंट है और जिसकी कि रैपुटेशन अच्छी नहीं है वह अफसर जो कि करप्ट हैं और जिनकी रैपुटेशन अच्छी नहीं है छोटे मुलाज़िमों से लेकर बड़े अफसर तक जोकि अच्छा काम नहीं करते, दिल लगा कर काम नहीं करते, जो कि लापरवाह हैं और करप्ट हैं उन लोगों को सज़ा के तौर पर इस फूड आर्मी में भरती करिये। उन को आप इधर लगाइये। आप जिस को एक लाख एकड़ का फार्म कहते हैं, मैं उस को दो तीन लाख एकड़ का कहता हूं, आप उस ज़मीन को एक्सप्लायट करने के लिये लोगों को लगाइये। आप कहते हैं कि ज़मीन स्टेट की सरकारों को दे दी, लेकिन वह नहीं दी गई है। मैं कहना चाहता हूं कि आप वेरिफाई कीजिये। आप कहते हैं कि 40–45 हजार एकड़ स्टेट्स को दे दी, मैं कहता हूं कि नहीं दी है। घर का भेदी लंका ढाये। मैं ने खुद देखा है कि सब ज़मीन पर काश्त नहीं की गई है। अगर दी भी गई है तो वह बेकार पड़ी है। आप कहते हैं कि मौके पर ज़मीन काश्तकारों को, गांव वालों को दी है। लेकिन वह भी नहीं दी है। आप उस ज़मीन को अपने पास रखिये। आप रेलवे आर्मी बनवाइये और उस ज़मीन में चरागाह बनवाइये, उस को बागान के लिये इस्तेमाल कीजिये। आप बंजरशिनाफी कर के उस को तोड़वाइये और जो पहाड़ी इलाका है उस के अन्दर प्लैन्टेशन करवाइये। अगर आप उस में 50

हजार आदमी भी लगा दें जो कि थोड़ा काम कर रहे हैं, या 1 लाख लगा दें, तो काम हो सकता है। आप के यहां 9 लाख आदमी हैं। मैं नहीं मानता कि 9 लाख आदमी पूरी काम करते हैं। मैं यह भी नहीं कहता कि आप के पास काम करने वाले आदमी नहीं हैं। लेकिन उन आदमियों में नई स्पिरिट नहीं है। अंग्रेज के वक्त में पता नहीं उन में क्या स्पिरिट थी कि वह उन से काम लेता था, लेकिन आज वह खत्म हो गई है। मैं अपनी बात को साबित करने के लिये एक मिसाल देता हूं। सन् 1965-66 में एक साल में 1046 हादसे हुए। आपने अपनी रिपोर्ट में माना है कि उन में से 900 हादसे रेलवे कर्मचारियों के बदौलत हुए। मैं यह बात कोई उन की मुखालिफत करने के लिये नहीं कहता हूं। लेकिन मैं पूछता हूं कि आखिर ऐसे हादसे क्यों होते हैं? ऐसे हादसे जो कि सीरियस माने जाते हैं, जो डिरेलमेंट वगैरह होते हैं वह क्यों होते हैं? 1959 से लेकर 1966 तक 7819 हादसे हुए हैं जो कि सारे के सारे आपकी रिपोर्ट में लिखे हुए हैं और ह्यूमन एलिमेंट की वजह से हुए हैं, उन की नेगलिजेंस की वजह से।

मैं पूछना चाहता हूं कि आज हमारे देश भक्तों में इनएफिशिएंसी क्यों आ गई है, लापरवाही क्यों आ गई है? यह थोड़ी सी परवाह करने की बात है। हमारा प्रताप सिंह कैरों बड़ा मजबूत हाकिम हुआ करता था। वह मर गया इस का हमें अफसोस है। ऐसा हाकिम होना चाहिये। उस ने क्या किया कि जो ठीक काम नहीं करता था उस को सजा देने के लिये सालावाज ब्लाक में और पहाड़ी इलाके में काम करने के लिये भेज देता था। एक साल तक वहां रख कर देखता था उस के बाद इम्तहान लेता था और जो ठीक काम कर ले थे उन को दुबारा बुला कर लाता था। मैं कहना चाहता हूं कि यह स्कीम डेवेलप की जाये कि जिस मुलाजिम के खिलाफ शिकायत हो उस को इस रेलवे आर्मी में भरती किया जाये और जब वह अच्छा काम करें तो उस को वहां से तब्दील कर दिया जाये।

एक बात मैं अपने हरियाना की कहना चाहता हूं। मंत्री महोदय को मालूम है कि यह नई स्टेट है और नई स्टेट होने की वजह से वहां थोड़ा सा काम हुआ है। वहां पर जो वजीर हुए हैं मैं उन की बदगोई नहीं करना चाहता लेकिन एक वजीर बना तो वह अपने घर तक सड़क ले गया, दूसरा वजीर बना तो वह गांव तक नहर ले गया, तीसरा वजीर बना तो वह अपने घर वाली के गांव तक सड़क ले गया, चौथा वजीर आया तो चूंकि उस के घर तक भी सड़क थी और घर वाली के गांव तक भी सड़क थी इसलिये उस ने एक सड़क का नाम अपनी लड़की के नाम पर रख लिया। मतलब यह है कि इस तरह से ऊटपटांग काम हो रहे हैं। जो इतनी बहादुर स्टेट है जिस ने चीन का मुकाबला किया, जिस ने चुमूल को बचाया, जिस ने काश्मीर को बचाया, पंजाब को बचाया, सारे हिन्दुस्तान को बचाया, पाकिस्तान से टक्कर ली बर्की और डोगराई की बात आप जानते हैं मुझे उन लोगों पर नाज है, उन्हीं लोगों का इलाका अनडेवेलप्ड है। पानीपत का नाम आप ने सुना होगा। पानीपत की पहली लड़ाई, पानीपत की दूसरी लड़ाई, पानीपत की तीसरी लड़ाई। यह बहादुर लोगों का इलाका है। रोहतक का नाम आप ने सुना होगा। अंग्रेजों के वक्त में रोहतक और पानीपत को रेल से मिला रक्खा था लेकिन आप के वक्त में उस लाइन को तोड़ दिया गया। यह हमारी बदनामी है, आप लोगों की बदनामी है। मैं आप से कहना चाहता हूं कि जो लोग काश्मीर में लड़े जो डोगराई में लड़े यह बात उन लोगों की शान के खिलाफ है। कुछ सरमायेदार लोग ठेकेदार और बस वाले लोग इस लाइन को खोलने नहीं देते। मैं इलजाम लगाता हूं कि कुछ अफसर जनता के नुमाइन्दे में हैं जो अपनी जेबें गरम करने के लिये आप से

[श्री रणधीर सिंह]

अफसरों पर दबाव डालते हैं कि रोहतक और पानीपत के दर्म्यान लाइन न निकले क्योंकि अगर इस को निकाला गया तो उन की मोनोपोली खत्म हो जायेगी । मैं आप से दस्त बस्ता अर्ज करूंगा हरियाना के बहादुर लोगों की तरफ से कि जो लाइन अंग्रेजों के वक्त थी उस को दुबारा शुरू किया जाये । आज रोहतक से गोहाना तक निकली हुई है, गोहाना से पानीपत तक जो बीस मील का टुकड़ा पड़ा है उस को भी पूरा कर दें तो हम आप की जय बोलेंगे और हरियाना वाले बोलेंगे ।

Mr. Deputy-Speaker: Shri Dandeker.

श्री सरजू पाण्डे : मैं आप की व्यवस्था चाहता हूं । जब भी अपोजीशन को टाइम दिया जाता है तो पहले स्वतन्त्र पार्टी, फिर जनसंघ, फिर डी० एम० के० को चांस दिया जाता है । लेकिन नमाम अपोजीशन वालों को बुला लिया, हमारे ग्रुप को छोड़ दिया । आखिर यह क्या चक्कर है ?

Mr. Deputy-Speaker: The hon. Member should realise that they have more time to their credit.

Shri Indrajit Gupta (Alipore): Nobody is encroaching on their time.

Mr. Deputy-Speaker: I have already said that every Member of every group will get an opportunity for whatever the balance is there.

Shri Sarjoo Pandey: When? Tomorrow or the day after?

Mr. Deputy-Speaker: Within the time prescribed you will get an opportunity. It is no use disturbing the proceedings.

Shri Sarjoo Pandey: Some order should be followed.

Mr. Deputy-Speaker: I am following some order.

श्री सरजू पाण्डेय : जो आर्डर हाउस का बना हुआ है उस के ऊपर आप को चलना चाहिये लेकिन आप न जाने किस तरह से चलते हैं । इस तरह से नहीं चल सकता । कोई आर्डर होना चाहिये ।

Mr. Deputy-Speaker: I will have to call him to order. As I have already told you, I have some order to follow. I am accommodating every Member from the Opposition. Whatever is the balance left to his party's credit he will get. His group has got only 8 minutes to its credit. You must take that into consideration. Am I to call him when his party has got only 8 minutes and Shri Dandeker's party has got half-an-hour? How is it possible?

Shri N. Dandeker (Jamnagar): Mr. Deputy-Speaker, Sir, I would like to rescue the Railway Minister from a possible battle of Panipat and get back to the Railway Budget. I think, like the General Budget one has to look at the Railway Budget in the economic context in which it is being presented. The economic context quite briefly is one of rising prices and mounting costs, falling production and falling exports and a great deal of idle capacity in industry, particularly in the engineering industry. I submit, just as one is going to have to look at the General Budget in terms of that kind of context, it is necessary to look at the Railway Budget also in that kind of context and to apply one's mind to the question whether the sort of proposals which have been made, the kind of presentation of railway operations that has been offered, are consistent with that kind of economic situation.

One would have expected that the Railway Minister would present a budget consistent with that situation. Actually, as I see it, this Railway Budget is no more than a simple but dangerous arithmetical exercise. One could have put this deficit between

the receipts and the expenditure to an ordinary high school boy and asked him: "how do we make it up?" and he would have said, "Why? Quite simple; raise some railway freights and some passenger fares." This budget is just a simple arithmetical exercise, utterly devoid of sense in so far as consideration of it in economic terms is concerned, but of very dangerous consequences in regard to the impact which it is likely to have on the economy.

Indeed, this is precisely the kind of budget one would expect merely from a superficial look at the situation by the executives who are merely concerned only with balancing receipts and payments, the executives who are not troubled with any insight or concerned with getting down to real understanding of the economic situation in terms of what has happened, why this has happened, and what will happen if the kind of proposals that the Minister has made were implemented.

Almost, and I think, quite rightly because of the kind of Budget that this is, copies of it arrived at Parliament House in a bullock cart for the benefit of the Members of the House. It is a useless Budget of that sort.

Before I come to the economic consequences of it, I would like to take more time in characterising the Budget a little further. I have been connected with industry for quite some years and I know the response of industrial managements to a situation of the kind here encountered where there is a sudden drop in the turnover, on the one hand, and a considerable increase in costs on the other. If such an industrial enterprise were working in a competitive situation instead of in a situation of absolute monopoly under which the railway industry is working today, the response of management in a competitive situation to a problem of that kind would be: how can I stimulate sales, and not how can I slap on, because of my monopolistic position, higher freights and fares and make up the arithmetical difference? The approach in the industrial management would be: how can I stimulate sales? And there are two well-known ways of stimulating sales. One is to study the elasticity of demand for one's goods, whatever one is selling, and see whether one should not, in fact, *reduce* the price of the commodity instead of increasing it; and one should also launch out into a big sales effort.

The cement industry, for istance, in 1958, when we encountered a sudden depression, we went all out to sell cement. We did not then ask for the price to be raised—but we went about booking our sales and reorganising or our organising sales organisation in a better way. We went about finding out where the bottlenecks were; we went about finding where the customer wanted better service and we went about selling cement. We did not say, "There is a situation of overall shortage of demand; so let us put up the price of cement and to hell with the consumer." But that is precisely the kind of reaction that is presented to this House in respect of the Railway Budget. Secondly, what does one do in regrad to rising costs?

Shri C. M. Poonacha: May I just interrupt him?

Shri N. Dandeker: I beg of you not to interrupt me. You will have plenty of time to reply to the debate.

Shri C. M. Poonacha: Since you referred to cement industry, I wanted to say that I too happened to know something about cement industry. I would have, certainly, like to make a reference. I know how the prices are worked out.

Shri N. Dandeker: I talked about 1958 when there was a sudden depression in the cement industry.

About falling efficiency and rising costs, that is another angle from which any industrial management approaches a sudden situation of the kind which

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the Railways are faced with, namely, for the first time in 20 or 30 years, they are faced with deficit. As regards costs, I do not see anything in this Budget except shutting down branch lines. I do not see anything in the proposals made by the hon. Minister that involve any active consideration of the improvement of efficiency, on the one hand, or of reducing costs on the other.

I have taken a good deal of trouble to go through the statistics that have been presented here in terms of efficiency of operation. I find there are a lot of data that are utterly useless and irrelevant. I have no time to go through all the items. I would just take one or two of them. Table XIII gives indices of wagon utilisation. I find that wagon utilisation, in terms of wagon kms. per wagon day (in terms of four-wheelers), in 1960-61, 1961-62, 1962-63 and 1963-64 four years of admirable performance according to these figures—was 76.9 wagon kms. per wagon day, 76.1 wagon kms. per wagon day, 76.4 wagon kms. per wagon day and 76.0 wagon kms. per wagon day respectively. The figures for the next three years are 72.0, 73.2 and 70.2. There is a sharp drop in the efficiency of wagon utilisation expressed in terms of wagon kms. per wagon day.

Then, the last item in that Table is the percentage of loaded wagon kms. to total wagon kms. In 1955-56, the results achieved were 72 per cent. on the B.G. and 78 per cent on the M.G. Since then, there is no year in which those results have been achieved. It has been well below 72 per cent in regard to B.G. and well below 78 per cent in recent years in regard to M.G. If you want to look at the real inefficiency angle of these statistics one would have to ask oneself what was the amount of empty wagon haulage to total wagon kms. Looking at it this way, in the reverse, it gives a better picture. Empty wagon haulage in broad gauge in 1955-56 was only 28 per cent; today it is 29 per cent. it is sometimes 31 per cent and even 32. In regard to metre gauge empty wagon haulage, the percentage was 22 in 1955-56 now it is nearly 29 per cent.

Now I take a look at another group of efficiency statistics that they have published in the form of a picture and that is, in this particular booklet facing page 36: number of goods locomotives in terms of broad gauge and metre gauge,—locomotives utilised for moving one million tonne kilometres per day. An excellent efficiency index indeed! I find that in broad gauge, the best reached were in the two years preceding 1964-65. The years 1964-65 and 1965-66 are worse. I go on to the metre gauge and the position is similar. Altogether you get a drop in the efficiency of locomotive utilisation of a kind that is really ununderstandable, if one takes account of increasing diesel and electric traction. And when you come to the number of wagons (in terms of four-wheelers) utilised for moving one million tonne kilometres per day, again in 1964-65, broad gauge, they needed more wagons to move one million kilometres; and similiarly in 1965-66, the same sort of story, though not quite the same on metre gauge.

There are plenty of statistics in this booklet but I would like to ask why there are no statistics here about the extent of idle wagon days. I was trying to find out the proportion of sick wagons. What is the percentage of sick wagons to total wagons? What is the percentage of sick wagon days to total wagon days? I am quite certain that although once the Railway authorities are thinking of cutting back he wagon-building programme, it is about the worst economy that they can make in view of the present situation. I will deal with it in a little more details later on. But at this point I do want to mention pointedly the present situation; a considerable section on our Railway system,—not at some little point but over a good

extent of the Railway system, is still suffering from shortage of wagons.

About manpower utilisation, I should have thought that in an enterprise of this kind, one would have some figures that would indicate to me the manpower/production ratio in some convenient form. What is the ratio of productivity in this case? Is productivity increasing or is it diminishing per man-day or per man-year or per man—whatever? Let us have some indication of manpower productivity. I have reason to believe that on this subject, the high officials of the Railways and the Minister himself remain in a conspiracy of silence; they do not tell us that there is excessive manpower, there is a tremendous amount of manpower and low productivity and inefficiency. And it is due to two or three important reasons. One is that there is a good deal of insubordnation. The Railway Board, the Railway executives, the Railway staff and the Railway officers are today suffering from a tremendous disadvantage in that they are unable to take disciplinary action against anybody for fear that they might be in trouble. And the procedure for disciplinary action is so involved, the time consumed in disciplinary action is so prolonged, the quality of punishment that they can award is so inadequate and the delay in awarding punishment is so great that everybody throws up his hands and takes no action at all. Secondly, a tremenodus amount of the time of the supervisory staff on the Railways—I am no defender of Railways in regard to inefficiency, but I want to give the devil his due—is today wasted not in railway operation but in compiling thousands of returns, in submitting thousands of reports and in making or attending hundreds of special enquiries; they just run up and down answering and investigating all kinds of things, but not doing their particular job.

I think, sir, there is here undoubtedly a major problem of excessive manpower, bad utilisation of manpower, low productivity of manpower, absence of discipline, and absence of powers to officers to take swift and effective action in regard to slackness, negligence and insubordination. All these require looking into.

Another characteristic of an absolute monopoly in regard to its business is charging "what the traffic can bear." It is a good old rule in railway economics. I have read railway economics in 1929 and knows all about charging what the traffic can bear. That 19th Century principle is no longer any good now. You have not to charge what the traffic can bear; that amounts to profiteering. You have got to take into account what will be the consequences of charging what the traffic can bear in terms of the economy of the country.

The simple expedient of charging what the traffic can bear so that you can meet the gap and get a predetermined yield on capital employed is not the way, in the modern context of running the railway freighting system. But then, what do they propose to do here? As I said, one has to look at the railway budget and the general budget together. They propose to slap on, in this arithemetical way, increases in fares and increases in freight rates. But they are already suffering from competitions from the roads. Would any sensible person in that situation slap on these increases? But these gentlemen are able to do it because in the general budget they go on increasing petrol tax, they go on increasing diesal tax so that campetitively everybody is exactly where everybody was before. In other words, this is about the best example that I have ever come across, exihibiting all the vices and none of the virtues of an absolute government monopoly situation in the field of railway transport.

Now, what will be the effect of this in the present economic situation on the general economy and what will be its effect o costs and prices? I know that the hon. Minister was at

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pains to explain that 3 per cent here and 2 per cent there is not going to make any difference.". But that is not true.

Take, again, the industry of which I know something, namely cement. The input of materials per every 100 tonnes of cement is something of the order of 135 tonnes, that is, 100 tonnes of limestone, 30 tonnes of coal and 4 or 5 tonnes of gypsum. 100 tonnes of cement are going to suffer transportation costs both on the input and on the output. There would be, therefore, a tremendous outcry for increasing selling price of cement and all kinds of consequences will follow. Sir, every commodity that is manufactured is going to have a double impact of these freight rates on its costs impact on its input costs in respect of materials and impact on its output costs in respect of the transportation of the production. What then is going to be the effect on industrial production? What is going to be the effect on holding the price-line?.

Everybody in government talks glibly about holding the price-line, and they have got a jolly good whipping boy in the shape of industrialists and traders. But actually nothing happens; nobody holds the price-line. Government never do it; Government never hold the price-line; they put up freight rates; they put up petrol and diesel tax; and they put up this tax and that tax, they will do every kind of thing to raise costs and prices. They will do everything possible not to hold the price-line, and then they will say 'Oh, please, you must hold the price-line; you must have patriotism'. The Finance Minister, addressing a group of industrialists, said 'Never mind if you make losses; you must not raise prices, you must have patriotism.'. Why does he not say so to the railways? Why does he not tell them, 'I am not going to allow you to make up these Rs. 98 to 40 crores by raising rates and fares; go on and get down to the business of deducing costs and raising efficiency, get down to the business of selling transportation; compete with the roads; find but from the customers what they want; get down to the job in other words, in a businesslike way'?

The effect of these increases on costs, the effect on the general prices, and consequently the effect on consumer prices, these things do not wait. It is no use anybody telling me that there is a time-lag between this thing and the price of cement and the building costs and so on. All prices adjust themselves pretty quickly to anticipated increases in costs.

What is going to happen to industrial production? Already, industry is suffering from shortage of orders. Industry is also suffering from rising costs. Is it ever possible for any industry to suffer these costs, and then hope ever to abortion recover them, and still run on a profitability basis? Or is it the Railway Minister's hope that industry by and large, except only the railways, can run on a no-profit basis or indeed on a losing basis?

Wages, power and transporation are basic costs, and they go on increasing cumulatively into the whole economy. And when they go on cumulatively into the whole economy, not merely is there the difficult question of holding the price-line but there is involved much more in a situation such as in India where you have the most complex picture of recession in certain industries, absence of demand in certain industries, and under-capacity employment in certain industries; and all this in a context in which we are also thinking of higher exports.

And so what do they do about exports? They think that only the increase in the freight rates on ores and on one thing and another that is directly exported is going to have an

effect on exports. Does the hon. Minister really believe on that? Does the hon. Minister not know that over the whole range of industries that is concerned directly or indirectly with exports, these increases in freight rates are going to have a material effect? And yet, of course, while he slaps on increases in freight rates on ores, and, I think, on minerals, the Finance Minister takes off a bit of export duty. What is all this fun and game? Are we really wanting to have an export drive, or do we put up the export cost and reduce the export duty a little and say everything is all right? In other words, is it the position today that even without these changes in freight rates we are in a stimulating and buoyant export position? If we are not, every organisation of Government, particularly those that have a direct impact on costs and prices, must be directly involved not in the consideration of: "I will load the export cost here this way, and somebody else will take it off", in some other way but in some positive contribution, met as "what can I do to stimulate exports". All these cost increases go ultimately into the cost of ever industry that exports. Does the Railway Minister think that the jute industry is not going to be affected, that the tea industry is not going to be affected, that a whole wide range of traditional and non-traditional items, never mind ores, are not going to be affected? Does he think that these increases in freight rates all round are not going to have the slightest impact on the capacity of the country to export? Does he think that devaluation was totally unnecessary, so that he can go on merrily negativing the consequences of devaluation? What is he handing out is this kind of budget? Sir we have been debating some fiddling stuff about some small branch lines from point "A" to point "B" and about a lot of this, that and the other, but I am aghast when I contemplate effect of this budget on prices. its effect ultimately on the cost of living, its effect on wages, its effect on the cost of production, its effect on industry in general, its effect on export industries in particular. When I think about these things, I just really shudder with horror over what is going to happen.

There are two other small points, and this in connnection with the capital part. They have already cut down the works programme in terms of wagon building. The Railways have been the direct cause, let me put this quite bluntly, since last year the cutback in railway wagon building has been the direct cause of starting the recession in the engineering industry, subsequently, of course, the recession has grown; and now it has gathered momentum Recently, I took a quick survey myself of the wagon shortage position. Saurashtra, for instance, is the biggest salt manufacturing zone. Today, the people in Jamnagar, I have been there last month, and the people in Bhavnagar, when I was in April who are manufacturing salt cannot get wagons. They send telegrams to the Railway Board about absence of wagons; and yet, I am told that the Railways want a cutback on the wagon programme! The fact of shortage of railway wagons is there; either it is due so inefficiency or inadequacy of wagons or it is both. But since nobody will admit inefficiency, the conclusion must be that there is a shortage of wagons. And in that sort of context, they tell us that they are cutting back on the wagon building programme without thinking of its consequences on their customers or on the engineering industry.

Similarly for the cement industry practically all over India, especially in Sourashtra and South India, today there is a tremendous difficulty in obtainning wagons I wish the Minister would invite this 'Cement Allocation and Co-ordinating Organisation" (CACO) people and know the truth from them. They are the people concerned; they are your customers. Do not ask for a Note on the subject from these people who generate transportation; ask for a Note from the people who buy transportation.

[Shri N. Dandeker]

What is the difficulty of the salt people? No wagons. What is the difficulty of the cement people? No wagons. They will start sending their stuff by road, they are not going to let their production stop or rot. Sir, I will not be interrupted; I will not give way to the minister.

Shri C. M. Poonacha: I have met them. They came and saw me some time back.

Shri N. Dandeker: Why should they? You are the seller of transportation by railway wagons. Don't ask the customers to come to you and complain. You go to the customers.

Shri C. M. Poonacha: You are simply exaggerating. There is no complaint so far as cement is concerned.

Shri N. Dandeker: If you are willing to go to the customer....

Shri C. M. Poonacha: They met me, and the matter nas been settled. You do not know the latest position.

Shri Ranga (Srikakulam): What about Kerala's need for food transport. (*Interruptions*).

Shri N. Dandeker: I have no connection with salt, with cement, with the kind of industries I am talking about. Let the Minister go to the Ambernath-Kalyan-Greater Bombay industrial complex and ask them what are their difficulties about transportation. They will tell you the Railway will not accept bookings of smalls wherever offered, they say "bring all your smalls to Thanaor Kalyan, where all we will get sufficient loading for our wagons. Otherwise your smalls will be delayed." Are you selling transport or holding a monopoly of transport? If you are selling transport, you will not tell the customer that it does not suit you to take the smalls here, or that it has to be brought there, whereever it suit the Railways and not the customers. Sir, they are cutting back on their wagon programmes while there is shortage of wagons and bottlenecks in transportation all over. I have given three instances just now. On the otherhand, they are going to spend money in putting up a steel foundary in Naini. Their own locomotive works at Cnittaranjan have got idle capacity after meeting its own demand. Furthermore today the installed capacity in India of steel foundries is nearly two and half times the demand for it. But the Railways are gonig to build another steel foundry at Naini. I really do not understand this. I can only repeat the phrase that I have used earlier, that the Indian Railways is the most outstanding example of all the vices and none of the virtues of a monopoly situation.

Shrimati Tarkeshwari Sinha: Listening to the hon. Member who has just now spoken and his brilliant advocacy of his cause, I was thinking whether he did not remember these very things when he was sitting on the gallery on my left. The hon. Member had a very distinguished career. He had the best of everything in his life, including the parliamentary career. He has sat in the official gallery in every capacity and he has heard the same things being repeated on the railway budget. He has understood and expreassed his own limitations with those very officials to whom he does not show any allegiance now because he has come out of them. I wish he had shown a little more sense of loyalty to them and understood their limitations as he was himself feeling in those days. A person like him has a very distinguished record of achievement. He is a person who is one of the few Members here who are intelligent and able. I would have wished Mr. Dandeker to give some constructive suggestions as to what we should do about improving the railways. Whatever be his suggestions, he became so excited, his voice became so loud and his gesture became so violent that

the understanding he created in the first part of his speech which was mild and sweet, was lost. Mr. Dandeker is much better when he speaks with a little more modesty as he showed in the first part of his speech. He showed a lot ot understanding of the problems.

Shri Manoharan (Madras North): Who is under discussion Mr. Dandeker or the Budget?

Shrimati Tarkeshwari Sinha : Both, because constantly his colleauge has been brain-washing me that he should be made the Finance Minister of this country .... (*Interruptions.*)

An hon. Member: Don't allow your brain to be washed.

Shrimati Tarkeshwari Sinha: Another friend from the Communist Party spoke before him. I have seen him sitting on those benches; he was very violent, not only talking with his tongue in his mouth but with the tongue in his hands. He was exuberant. Sometimes his physical violence was rather uncomfortable for this Parliament and unfortunately we had one day joined our hands together and the Speaker asked him very respectfully to leave this House. Later on I followed my friend, Mr. Nambiar; naturally I could not leave him alone, just alone as his own solitary companion. I followed suit by going out of the House and you precipitated that company by throwing me out of the House. I was glad that at least I was able to give company to Mr. Nambiar who has been coming closer to the Congress benches. I found him much more milder today and more reasonable and constructive in his approach. He criticised the railways in a different way and he assured us with one promise that if the hon. Railway Minister fulfils his promise he would very easily join us.

I welcome this opportunity to congratulate him for his belated, intelligent, awareness of the situation. By coming closer to the Congress Benches, he has become very much milder and the physical demonstration of his speeches has enough evidence to show that Mr. Nambiar is getting to be a better person every day by coming closer to the Congress Benches. Mr. Nambiar probably knows as much about the railways as the hon. Minister sitting here. He was born and brought up with the railways. I do not know whether his mother nursed him in a railway waiting-room. He has been living with the railways, and that is a compliment to Mr. Nambiar. I am sorry he is not here now. He knows lot of things about the railways because he has done so much work in the railways, in the unions, in the organisation, and he knows their problems.

He was talking about improvement in the railways, but may I submit, and may I ask Mr. Nambiar, through you, in *absentia*, whether he realises what are the real causes of the downgraded capacity of the railways, the downgraded performance of the railways? I have collected some figures. I do not want to cast aspersion or blame anybody. They are all friends, very sweet to me inside and outside the House. May I ask the hon. Member, and may I ask the hon. Members opposite, whether we realise in Parliament—Congress Members as well as the Opposition Members—that the railways have been made virtually a cow to be slaughtered every now and then? We agitate about the cow which is probably inanimate and therefore does not get that much of attention from us. The condition of the railways is much worse; it is a much more inanimate object to be always attacked by anyone having a temper, having some kind of dislocation of outlook, having some kind of temperament that develops in between them, some kind of psychological frustration which forms into a mob madness. How much property is destroyed by this act? It will be astonishing to note it. I would like to convey those figures to the House. The damage caused has been of the order

[Shrimati Tarkeshwari Sinha]

of Rs. 3,03,08,458. This is the damage caused by the mob-madness. If the railways could have been saved and spared this kind of loss, that would have been something. (*Interruption*) I have got the figures, and I have the particulars. There was the anti-Hindi agitation, to start with—and that is in the State of my hon. friend—then the Patna agitation—my State does not come very much behind; then the food agitation in Kerala, then the Bengal bandh, and the Punjabi Suba agitation, the Mysore-Maharashtra agitation and last but not the least, the steel plant agitation in Andhra Pradesh. All this has caused a total damage to the railways of Rs. 3,03,08,458.

श्री गुलाबन्द ठाकुर (महरमा) : पटना का कितना है ?

श्रीमती तारकेश्वरी सिन्हा : पटना में करीब 13 लाख हुआ है ।

श्री गुलाबन्द ठाकुर : यह सही नहीं है ।

श्रीमती तारकेश्वरी सिन्हा : हम जो कहते हैं । आप बाहर जाकर मान लिया करते हैं, अन्दर जाकर नहीं मानते हैं।

Shri D. N. Patodia (Jalore): What is the source of these figures?

Shrimati Tarkeshwari Sinha: The same sources as you get, as Mr. Dandeker gets from those statistics here. I do not carry books; I carry only notes.

Shri N. Dandeker: Please tell us the source.

Shrimati Tarkeshwari Sinha: They are the official figures complied by the railways. I crave the indulgence of hon. members. I am not used to quoting figures unnecessarily unless and until I am sure about them. The loss of earnings to the railways in the South-Eastern, South Central and Sourthern zones, as a result of the steel plant agitation in Andhra, has been Rs. 1,52,60,000. I do not blame the hon. Members opposite for it. Let us realise that it does happen whatsoever may be the provocations. This is the loss suffered by a very inanimate object like the railways. Even as a result of cow-slaughter agitation, the poor railways are made to suffer this kind of loss.

This Parliament is wedded to a democratic system of government. It has the obligation to keep democracy alive not only today, but tomorrow and day after. The kind of destructive approach that has started is not going to destroy the Congress Government, but the very basis of democracy—I am referring to the gheraos. I hope hon. members from DMK do not mind my using the Hindi word 'gherao'.

Shri Rajaram (Salem): All the wrong words are coined only in Hindi!

Shrimati Tarkeshwari Sinha: The words are there; it depends on who uses them and how. When the bride and the bridegroom get married, they have to go round and we call it ghera. That is a very pleasant occasion. So, you cannot blame the word for it. I would not venture to say that it has been misused, because hon. members would be annoyed. But the moment this word has been misused to destroy democracy, it is the obligation of this House to keep this in view that it is we who are going to destroy or protect the democratic traditions in this country. If democracy lives and if our children live to be in Parliament leading a democratic life, they will remember that this Parliament—the members on this side and the members opposite—were the custodians of democratic existence in this country. We are doing something which is going to destroy the very roots of democracy. In this country in every sector—economic, political or cultural....

Shri Kanwar Lal Gupta (Delhi Sadar): What has this to do with the railway budget?

Shrimati Tarkeshwari Sinha: You have been abusing my Government. That abuse was not part of the railway budget.

Shri Manoharan: Your speech is a clear example of derailment!

Shrimati Tarkeshwari Sinha: When the train derailed and got into the village of the hon. member, it was a very pleasant derailment no doubt. Mr. Kanwar Lal Gupta seems to be a very reasonable member of this House and I am surprised he could not understand what I am trying to hit at. Let him have a little patience. Probably he does not keep himself informed. I am coming to gherao in the railways, of which Mr. Nambiar and others have spoken. They should have a little patience at least with a lady.

Shri Kanwar Lal Gupta: I am very sorry!

Shrimati Tarkeshwari Sinha: Gherao is a vicious feature in the railways. Apart from other things, it is causing a great damage to the discipline in the railway. Railway working can never be improved if discipline is not there. Nor perhaps Mr. Gupta understands what I was trying to say. Lack of discipline has been one of the reasons why railway services are deteriorating day by day. I hope hon. member Mr. Nambiar with so much experience of union work in the railways would realise that railways are not the Congressmen's grandfather's property. It is the national property. Anybody who takes up the reins of this Government will have the same railways and the same things in this country (*Interruptions*). Sir, do not try to ring the Bell now.

An Hon. Member: Better adjourn the House.

Shrimati Tarkeshwari Sinha: Sir, there is some kind of rapport between me and hon. Members. (*Interruption*).

Mr. Deputy-Speaker: The hon. lady Member should not provoke them.

Shrimati Tarkeshwari Sinha: Sir, I do not get provocated although provocation comes from that side. What did Shri Dandeker say? I heard his speech with great attention. He said something worthwhile no doubt. He said that a complete re-orientation in the working of the railways is required. I myself feel that it is very necessary for the Railway Minister to go into the entire working of the railways in a new oriented way. This budget has come at a time when everything is in a disjointed state in this country. The prices are rising, frustration is growing, scarcity of food is there and people have become temperamental. I do not envy the Railway Minister, who was appointed recently to the Ministry of Railways, for bringing this budget. He had no other alternative. To bring this budget at this time was not so easy. He knew that he was going to be the target of great attack inside and outside the House.

Sir, it is a fact that the hon. Minister has to realise that this is a commercial undertaking and this commercial undertaking has to run on a commercial basis. For that I have to make certain suggestions. At the present moment the railways are not making any forecast of operating ratio of the railways. That is the reason why out of the total outturn—well, the hon. Members opposite have started sleeping when I come to the points—the position is like this. What is required is to have a break-up about the working of the railways. Every railway in the world, barring a few exceptions, have been losing propositions. They lose heavily. It is only in this country that we were in the privileged position where our railways were making a profit and contributing something to the general revenues. In the British Railways, which has been losing heavily, a new system

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of accounting is being evolved whereby the railway services are being divided on the basis of lines which are maintained for ordinary commercial purposes and those which are run for the sake of the community. Shri Dandeker cannot do away with the situation that the railways have to be be run on a public utility basis. Railways cannot run like private-sector companies.

Shri N. Dandeker: Those facts are taken into account in determining railway's contribution to the general revenues.

Shrimati Tarkeshwari Sinha: I am making an additional point that the railways should evolve a system where by they demarcate the lines, as they are doing in the British Railways, which should be run on a commercial basis or which are being run on a commerical basis and those which are being run on the basis of benefit to the community, because it is a public welfare utility service. The British Railways have evolved this kind of an accounting system. They have also decided that they would give subsidies on those services which are primarily run for public utility purposes. I think this kind of accounting system should be evolved in the railways here also whereby we can demarcate those lines which are run as public utility services and subsidise them. There is no answer except subsidising such lines.

Mr. Deputy-Speaker: The hon. Member should conclude now.

Shrimati Tarkeshwari Sinha: Sir, let me have three or four more minutes.

Mr. Deputy-Speaker: I am very sorry. There are other hon. Members who want to speak. Their grievance is that this is the only opportunity for them to speak. They come from distant areas.

Shrimati Tarkeshwari Sinha: Have I got 15 minutes?

Mr. Deputy-Speaker: She can take two more minutes.

Shrimati Tarkeshwari Sinha: Thank you very much.

There is another thing that I want to say. Even today the railways do not have a blueprint to identify areas of profit and loss. If hon. Minister examines his own books you will see that you have not been able to earmark areas of profit and loss. Take, for example, the suburban traffic. The suburban traffic of Bombay, Calcutta and other places have cost much more and their earning capacity is much less. Therefore, all the suburban traffic get inflated, so far as cost is concerned, and that is why no commercial returns are available from the suburban traffic. Therefore, I would request the Railway Minister to go into the entire question and to demarcate areas of loss and profit and prepare a blueprint for this.

There is another thing. The railways have to pay a large amount of compensation, which has nothing to do with the price rise, more traffic or uneconomic returns. This kind of compensation is paid because of the loss that the railways suffer. That should be checked more vigorously.

There is another point. The Estimates Committee in its 26th Report presented to the First Lok Sabha on the Ministry of Railways had underlined the importance of proper selection and training of traffic officers in the art of salesmanship. In the railways we have no system. There is transfer and change of service from the managerial section to the engineering section and the operational section. Operational and engineering sections are the two sections which should have all the attention from the hon. Minister, because they really govern the very nucleus of the running of the railways. Therefore, more attention should be given to these two.

Indian railways, most unfortunately, have no effective research wing. I do not know whether you have a research wing. If you have, it is so small that it is of no use. Your traffic has increased so much, the transportation cost is varying from year to year and you get more low-rated traffic while the road transport gets more of high-rated traffic and there are various abnormal development in the railways. So, we do require a very strong research wing which may have two spheres of activities—one to constantly go into the cost accounting of the railways because, as Shri Dandeker has stated, you have no escape from the fact that you have to run the railways on commercial lines.

Mr. Deputy-Speaker: Your time is up. You may pass on your other suggestions to the Railway Minister, because you have already taken 20 minutes.

Shrimati Tarkeshwari Sinha: Therefore, my request to the Railway Minister is that you cannot expect that you will have no obligation to run the railways like public sector plants and that you could always come forward with taxation proposals; if you don't economise, you will always be the target of attack. You have to go in less and less for taxation programme, more and more to economising in the purchase programme, in tha indent programme, in the cost accounting programme of the railways and then I am sure your railway services would improve. I hope the Railway Minister will keep in mind the suggestions made by Shri Dandeker and do the needful.

Shri Piloo Mody (Godhra): After the speech which the hon. Member has made I take no credit for brainwashing at all.

Shri Jyotirmoy Basu (Diamond Harbour): The hon. Member mentioned about the British railways running at a loss. I do not know whether the hon. Member has travelled in the British railways and taken into account what the British railways provide to a third class passenger which is not provided even to the first class passengers on the Indian railways. That is the most important point.

Shrimati Tarkeshwari Sinha: I have taken into account all aspects.

श्री प्रकाशवीर शास्त्री (हापुड़) : मैं जानना चाहता हूं कि क्या श्री पीलू मोदी अपनी पार्टी चेन्ज कर के कांग्रेस की तरफ आ गये हैं या वैसे ही आ गये हैं ।

Shrimati Tarkeshwari Sinha: He wants to maintain the equilibrium and balance. If I invite Shri Nambiar, he would also like to be invted.

Shri Sequeira (Goa, Daman and Diu): Mr. Deputy-Speaker, Sir, in 1960-61 the gross traffic receipt of the railways was Rs. 456 crores and the surplus was Rs. 32 crores; in 1965-66 the gross traffic receipt was Rs. 733 crores and the surplus was Rs. 18.5 crores. And in 1967-68 at the present level of estimate the gross traffic receipt will be Rs. 809 crores, and they tell us that there is going to be a gap of Rs. 31 crores. We are being asked to add Rs. 24 crores of inflationary pressure on the poor man's pocket merely to help the railways balance their budget without their making any effort at doing it within their organisation.

Before we do so, let us examine whether anything can be done about utilisation of capacity. The gap is of Rs. 31 crores, that is, only 3.7 per cent of the estimated expenditure of Rs. 847 crores.

Shri C. M. Poonacha: The revenue expenditure is Rs. 526 crores.

Shri Sequeira: Your total estimated expenditure, according to your Budget, is Rs. 847 crores including what you have to pay to dividend.

Shri C. M. Poonacha: That is after paying the Depreciation Reserve Fund and the dividend.

Shri Sequeira: So, it is 3.7 per cent; let us say, it is 5 per cent. Does the hon. Minister mean to tell me that he honestly believes that with some efforts this Saving cannot be achieved within his own organisation?

Let us see what can be done. At the end of the Third Plan the unutilised capacity in the railways was 27 million tonnes. In 1966-67 we are supposed to have utilised 2½ million tonnes and this year we are going to utilise 8½ million tonnes or a little less. That means in the present year 16 million tonnes of capacity will lie unutilised.

The railways may feel that they are a monopoly, but in the transport business they are not a monopoly. They are competing with trucks, with ships and also with air, in certain instances. Why is this traffic not being obtained? Just now Shri Dandekar mentioned a case where wagons were not being made available. There are other reasons also. The handling on the railways is very rough and many people, who otherwise would send their goods by railway, do not do so because when the goods get to the destination they get there in a shape which is not fit for the market. Do the railways do any selling? Does a single railwaymen go to an industry or office, and ask for business?

An Hon. Member: No.

Shri Sequeira: Before asking for a fare increase I would request the hon. Minister to put 1,351,303 hardly working railwaymen to work improving their efficiency. I do not disagree with my hon. friend that some are working 20 hours a day, but those are probably very few, the others, I am sure, are hardly working at all.

About staff I agree with the hon. Minister that he has no control over wages, but he certainly has control over the utilisation of the staff that he has. If he can see that his workshops work more efficiently, so that his wagons do not break down, if he can see that his wagons turn around faster, then I am sure he will make considerable economy. There is also a control over purchasing, over sale of scrap and over building. Everybody knows that there is corruption in the Railways and, unless something is done quickly, and efficiently to root it out, it is going to stay and mushroom. There is another area where savings can be made.

About statistics, if decisions are to be based on statistics, I believe, considerable improvement could be made here. The only statistics that are quoted here are 1965-66 statistics. Where are the 1966-67 statistics? On what figures have you based your Budget? If there are figures which we have not been given, why have we not been given? If they are not there, why they are not there. How, can you make estimates for what is going to happen this year when the statistics are two years old? I would like to make a concrete suggestion here. The statistics should be prepared on quarterly basis, to be ready by 30 days after the end of the quarter. You have installed teleprinters fo reservations and, I suggest these should also be used for transmission of statistical data which, you would then get faster.

The expression of items of expenditure should be in terms of rupee cost per passenger km., per tonne km. and per engine or wagon or carriage km. This should include cost of wagons, cost of running of wagons, cost of repair of wagons and staff, and various categories of staff. You will find it easier to sport where the money is being spent, and how to control your expenditure.

Sir, we have seen that this Government moves only when there is an agitation, when there is a riot, and

when there is some sort of pressure that puts a knife at its neck. The Rs. 31 crore deficit is a knife at the neck of the Railways organisation. The hon. Minister is asking us to remove this knife by increasing fares. If we do it, with a balanced Budget, I submit, nothing will be done about cost or about efficiency and, if anything is done, it will take twice as long, thrice as long or even four times as long, as otherwise it would be I say to the House, let that knife remain there; let the hon. Railway Minister work with the knife at his neck and, I am sure, he will get efficiency in his organisation very much faster, without an increase in fares rightnow, than he will get it otherwise. I say to the hon. Minister, no increase in fares for you, and I wish you long hours of hard work, and good luck.

17 hrs.

[MR. SPEAKER in the Chair]

श्री सरजू पाण्डेय : सदन से इस समय देश के सब से बड़े औद्योगिक प्रतिष्ठान, यानी रेलवे प्रतिष्ठान पर बहस हो रही है। सब से आश्चर्यजनक बात यह है कि इस मंत्रालय ने इस साल अपने बजट से 24 करोड़ रुपये का घाटा दिखाया है। मैं नहीं चाहता हूं कि सदन इस बजट को मान्यता दे और मैं इसका विरोध करने के लिए खड़ा हुआ हूं। मुझे यह जानकर भी आश्चर्य हुआ कि मंत्री महोदय ने किराये और भाड़े में वृद्धि की योजना बनाई है और मैं समझता हूं कि इसके पक्ष में जो उन्होंने तर्क दिये हैं वे बिलकुल तर्कसंगत नहीं हैं। अभी सभा से पहले श्रीमती तारकेश्वरी सिन्हा ने भाषण किया था। उन्होंने रेल जिस मुसीबत में से गुजर रही है उसका सारा दोष विरोधियों पर लगाया है और कहा है घेरा डालो, तथा दूसरे जो देश में विभिन्न आन्दोलन होते हैं उनकी वजह से रेलों को नुकसान हुआ है। मैं उनके इस तर्क से बिलकुल सहमत नहीं हूं। यह गलत तर्क है। मैं समझता हूं कि रेल मंत्री महोदय ने अपनी चमड़ी बचाने के लिए एक नया ढांचा खड़ा किया है। उन्होंने कहा है कि सामान के दाम बढ़ गए हैं, लोहे के दाम बढ़ गए हैं, महंगाई भत्ते में वृद्धि करनी है और इन कारणों से रेलों पर भार बढ़ गया गया है और किराये तथा भाड़े में वृद्धि करना आवश्यक हो गया है। मैं समझता हूं कि जैसा कई अन्य माननीय सदस्यों ने कहा है और सुझाव दिया है, रेलों के अन्दर जो आज एक अजीब सा ढांचा इन्होंने बना रखा है अगर उसको कम किया जाए तो घाटे का बजट बनाने की आपको जरूरत नहीं हो सकती है। रेलवे बोर्ड का कई माननीय सदस्यों ने जिक्र किया है। रेलवे बोर्ड के क्या फंक्शंज हैं, वह क्या कार्रवाई करता है, इसकी सदन को जानकारी होनी चाहिये। दूसरे माननीय सदस्यों की तरह से मेरा भी अपना यह ख्याल है कि रेलवे बोर्ड के ऊपर आप जितना रुपया खर्च कर रहे हैं उसको देखते हुए आधा काम भी रेलवे बोर्ड की ओर से नहीं हो रहा है।

मुझे मालूम हुआ है कि रेलवे बोर्ड के जो फाइनेंशल कमिश्नर हैं, वह बलिया गए थे। उनके शादी थी। उस शादी में लाखों रुपया उन्होंने खर्च किया और तमाम दुनिया भर के सरकारी साधनों का उपयोग किया। मैं एक बात कहना चाहता हूं। जब कोई सदस्य आरोप लगाता है तो कम से कम उस आरोप की जांच तो होनी चाहिये। मंत्री महोदय ऐसे सुनते हैं इन बातों को जैसे यह एक डिबेटिंग सोसाइटी हो। मैम्बरों द्वारा लगाये गये आरोपों की वह कभी जांच नहीं करते हैं और न ही यह पता लगाने की कोशिश करते हैं कि जो बात मैम्बर द्वारा कही गई है वह गलत है या सही है। मैं समझता हूं कि वह सफेद हाथी आपने बांध रखा है रेलवे बोर्ड का, इसको आप कम करें। आपको सबक हासिल करना चाहिये था उससे कि देश की

[श्री सरजू पाण्डेय]

हालत क्या है । देश में अकाल पड़ा हुआ है और लोग भूखों मर रहे हैं । बहुत से लोगों से इस आशय के समाचार मिल रहे है कि लोग अपने मवेशियों को बेच रहे हैं । एक तरफ तो यह हालत है और दूसरी तरफ आप गरीब जनता की पाकेट काट कर बड़े बड़े लोगों का पेट भरना चाहते हैं । जबरन इनैक्शन से आपको सबक सीखना चाहिये था लेकिन आपने वैसा भी किया हो, ऐसा प्रतीत नहीं होता है । देश का आप क्या करना चाहते हैं ? कहां इसको ले जाना चाहते हैं ?

गरीबों के ऊपर आप भार बढ़ा रहे हैं और दूसरी तरफ भ्रष्टाचार के अगर आरोप लगाये जाते हैं, बड़े बड़े अफसर जो लूट मचा रहे हैं, उसके दृष्टांत आपके सामने रखे जाते हैं तो आप उनको छूने के लिए तैयार नहीं होते हैं, उनके खिलाफ जांच पड़ताल करने तक को तैयार नही होते हैं, इनक्वायरी तक करने को तैयार नहीं होते हैं, यह किसी भी दृष्टि से उचित नहीं है । यह आपका जो रवैया है, यह कब तक चलता रहेगा ।

देश में आदमियों की कमी नहीं है । रेल मंत्रालय ने सन् 1958 से नई रिक्रूटमेंट बन्द कर दी है । लेकिन आप दूसरी तरफ अमरीका से मशीनें मंगा कर रेलों में उन से काम लेने जा रहे हैं । मैं नहीं समझता हूं कि इन मशीनों की कोई जरूरत है । ये वे मशीनें हैं जिन की अमरीका में खपत नहीं हो सकती है । उनको वहां से मंगा कर इन आटोमैटिक मशीनों को मूल्क में मंगा कर इन से आप काम लेने जा रहे हैं । उनका किराया पहले 35,000 रुपये दिया जाता था । अब पांच सौ रुपया फी घंटा के हिसाब से यह रखा गया है । मैं समझता हूं कि हमारे देश में यहां काम करने वाले आदमी बहुत हैं, इन मशीनों की कोई जरूरत नहीं है । मैं चाहता हूं कि आप बतायें कि इन मशीनों का खर्च आप घटाना चाहते हैं या नहीं ? बड़े बड़े अफसरों की तनख्वाहें घटाना चाहते हैं या नहीं घटाना चाहते हैं ? सैनूंज कम करना चाहते हैं या नहीं करना चाहते हैं ? एयर कंडिशंड डिब्बे भी आपने बना रखे हैं । लोग छतों पर चलते हैं, फुट बोर्डज पर चलते हैं और दूसरी तरफ एयर कंडिशंड डिब्बे आप बम्बई और मद्रास तक घसीटते ले जाते हैं । अगर कोई वाली उन में सफर करता है तो उसका किराया लगभग उतना ही होता है जितना हवाई जहाज का होता है । मुसाफिर उस में जाना क्यों चाहेगा हवाई जहाज को छोड़ कर ? वह हवाई जहाज को छोड़ कर चार दिन तक घसीटा जाना क्यों पसन्द करेगा । देश के करोड़ों लोगों से आप पैसा लेते हैं लेकिन उनको आप सुविधायें प्रदान करना नहीं चाहते हैं, थर्ड क्लास के मुसाफिरों को कोई आराम आप देना नहीं चाहते हैं । इन बड़े बड़े लोगों को सुविधायें प्रदान करने में आपको कोई हिचक नहीं होती है । अगर आप थर्ड क्लास के मुसाफिरों को सुविधायें देने के लिए किराये बढ़ाते तो मैं उसका स्वागत करता, नई रेलवे लाइंज बनाते, तो मैं उसका स्वागत करता । उन्हीं पुरानी चीजों को मेंटेन करने केलिये गरीब जनता की जेबें काटने का जो आपका रवैया है यह कब तक चलेगा ?

आपकी तरफ से कहा जाता है कि रेलों में भोजन का बहुत अच्छा इंतजाम है । लेकिन अगर आप रेल मंत्री की हैसियत से न जा कर एक साधारण यात्री की हैसियत से जा कर देखें तो आपको पता चलेगा कि कैसा इंतजाम है । अगर आप रेल मंत्री न हों और जा कर भोजन को देखें तो आपको जो मुसाफिरखाने के आदमी को भोजन मिलता है वह भी नहीं मिलेगा । आप तो रेल से जाते भी नहीं है । आप क्यों भूल जाते हैं कि रेलों में न खाने का, न पानी का और न पंखों का इंतजाम है । फिर भी आप करोड़ों रुपया गरीब जनता की जेबों से निकाल लेना चाहते हैं ।

भ्रष्टाचार की तरफ में आपका ध्यान दिलाना चाहता हूं। वह देश में बढ़ रहा है। इसको आप रोकिये। मैं केवल आलोचना करने के लिए नहीं कह रहा हूं। हर आदमी का दिल जानता है और हर साइड के मैम्बरों ने इसके आरोप लगाये हैं केवल विरोधी पक्ष की ओर से ही नहीं लगाये गये हैं, आपके पक्ष की ओर से भी लगाये गये हैं। अगर यह कहा जाता है कि हड़तालों और संघर्षों के कारण रेलों की आमदनी कम हुई है तो मैं आप से कहूंगा कि उनकी बुनियाद में आप जायें कारणों की तलाश करें और उन कारणों को दूर करें। श्री खांडेलवाल जो रेलवे बोर्ड के चेयरमैन हैं, मुझे मालूम हुआ है कि यह आप्रेटिंग सुपरिंटेंडेंट हुआ करते थे और तरक्की करते करते आज रेलवे बोर्ड के चेयरमैन बन गए हैं। जरा आप बता तो दीजिये कि जो खलासी या जो सिगनेलर आपके यहां काम करता है उसके लिए भी तरक्की का कोई रास्ता आपके पास है? अगर रेलवे के छोटे कर्मचारियों को पचास रुपये मासिक मिलें और चेयर मैन को चार हजार रुपये मासिक मिलें, तो फिर रेलों के एक्सिडेंट नहीं होंगे, तो क्या होगा। रेलवे के असंख्य छोटे कर्मचारी ऐसे है, जिन को न उचित वेतन मिलता है और और न उन की वर्किंग कन्डीशन्ज संतोष-जनक हैं।

मुरादाबाद में जो एक्सिडेंट हुआ, माननीय सदस्य, श्री वाजपेयी, ने अपने भाषण में उस के बारे में कहा था। वहां का डिस्ट्रिक्ट ट्रैफ़िक सुपिरिटेंडेंट, जो सब से ज्यादा करप्ट आफिसर है, इस दुर्घटना की एन्क्वायरी कर रहा है। इस सदन के माननीय सदस्य, श्री रामानन्द शास्त्री, ने सैकड़ों चिट्ठियां उस के विरुद्ध रेलवे मंत्रालय को लिखीं, लेकिन उन पर कोई कार्यवाही नहीं की गई। जो कर्मचारी उस एन्क्वायरी में सही बात बताना चाहते हैं जिस से उस दुर्घटना की जिम्मेदारी उस पर आती है, उन को वह ट्रांस्फ़र कर रहा है।

बनारस के मैडिकल आफिसर, डी० एम० गुप्ता, के बारे में मैं ने स्वयं दसियों चिट्ठियां लिखी हैं, जिन की प्रतियां इस समय भी मेरे पास हैं। मैंने उस के सम्बन्ध में स्पीकर को भी लिखा है। जब मैंने इस बारे में जानकारी चाही, तो मालूम हुआ कि विजिलेंस कमीशन उस की एन्क्वायरी कर रहा है। लेकिन तीन बरस हो गए हैं और वह वहीं पर बैठा हुआ है, जबकि उस के विरुद्ध जिन कर्मचारियों ने ऐलीगेशन्ज दी हैं, उन को ट्रांस्फ़र कर दिया गया है। मेरे पत्रों पर कोई कार्यवाही नहीं की गई है। इस स्थिति में मंत्री भ्रष्टाचार को कैसे रोक सकेंगे? भ्रष्टाचार केवल बातों से नहीं रुक सकता है।

बनारस स्टेशन के स्टेशन सुपरिटेंडेंट, श्री चावला, के बारे में मैंने खुद पत्र लिखे हैं। उस के विरुद्ध यह आरोप है कि उस ने पनामा सिगरेटों की एक पूरी बोगी ग़बन कर ली है। एक साल हो गया है, लेकिन अभी तक उस की कोई एन्क्वायरी नहीं हुई है।

सरकार जिस कम्पनी से 16 लाख टन प्रति-मास कोयला ख़रीदती है, वह सरकार को खराब कोयला सप्लाई करती है, लेकिन दाम अच्छे कोयले के चार्ज करती है। धनबाद, बिहार, से प्रकाशित होने वाले साप्ताहिक पत्र "दुनिया" ने इस बारे में सामग्री छाप कर तमाम सम्बद्ध अधिकारियों और मंत्रियों को भेजी है। रेलवे मंत्रालय को भी लिखा गया है। लेकिन इस में कोई इन्क्वायरी नहीं की गई।

डी० एम० डब्लू०, डारामसी, के जैनेरल-मैनेजर, सुसैना, में वहां पर

[श्री सरजू पाण्डेय]

भ्रष्टाचार का अखाड़ा बनाया हुआ है, लेकिन उस के खिलाफ कोई कार्यवाही नहीं की गई है । दूसरी रेलों से कई छोटे छोटे कर्मचारी यहां पर इस लिए आए कि वे करीब की रेलवे में काम कर सकेंगे । वे लोग अपनी सीनियारिटी छोड़ कर आए लेकिन उन को वापस भेजा जा रहा है ।

मैं यह पूछना चाहता हूं कि क्या इस भ्रष्टाचार का कोई इलाज मंत्री महोदय के पास नहीं है । अगर वह चाहते हैं कि वह रेल का भाड़ा बढ़ा कर इन सफेद हाथियों को पालते रहें, तो वह याद रखें कि यह नौकरशाही उन को भी खा जायेगी । यह नौकरशाही पूरे मुल्क को खा रही है, सरकार के सब विभागों को खा रही है । यह कितनी अजीब बात है कि पार्लियामेंट के सदस्य जिस अधिकारी के विरुद्ध आरोप लगाते हैं, सरकार उन के विरुद्ध एन्क्वायरी करने के लिए तैयार नहीं है । मैं कहना चाहता हूं कि मेरे हाथ में ये आरोप-पत्र हैं । अध्यक्ष महोदय, मैं चाहता हूं कि आप इन की जांच कीजिए । अगर मेरे ये आरोप गलत हैं, तो आप मुझे चाहे जो सजा दें । या आप इन आरोपों को न्यायालय में भेज दें । उन अफसरों को अवश्य सजा मिलनी चाहिए, जो भ्रष्टाचार का केन्द्र बने हुए हैं ।

हमारे यहां ऐसी रेलवे है, जिस में छोटी लाइनें हैं । वहां पर भ्रष्टाचार, अनियमितताओं और खांधली की यह स्थिति है कि पानी के लिए जो आदमी रखा जाता है वह स्टेशन मास्टर के घर पर जा कर काम करता है । मैं ने देखा कि गोरखपुर रेलवे स्टेशन के रेस्टोरां में चाय के कप-प्लेट आदि नहीं हैं । पूछने पर मुझे बताया गया कि वे बर्तन किसी रेलवे अधिकारी के घर एक शादी के सम्बन्ध में गए थे, जहां से वे वापस नहीं आए हैं ।

मैं रेलवे मंत्री से यह पूछना चाहता हूं कि आखिर यह स्थिति कब तक चलेगी । आज हमारे देश में उन कर्मचारियों को सही तौर पर सैटिसफाइड करने की जरूरत है, जो वास्तव में रेलों को चलाते हैं, उन लोगों को नहीं, जो एयर-कन्डीशन्ड महलों में बैठते हैं और देश का कोई काम नहीं करते हैं । जिन लोगों को हम इतनी मुसीबत सह कर, भूखे नंगे रह कर पैसा देते हैं, हम जानना चाहते हैं कि वे हमें क्या देते हैं । मैं निवेदन करना चाहता हूं कि टैक्सपेयर के पैसे को इस प्रकार खर्च कर के इस मुल्क को भूखा-नंगा बनाना कतई तौर पर गलत है । मैं मंत्री महोदय से यह अनुरोध करूंगा कि वह कृपा कर के अपनी इस नीति पर फिर से विचार करें ।

मैं मंत्री महोदय से यह भी अनुरोध करना चाहता हूं कि वह इस देश में एक नई परम्परा चलायें, ताकि हम लोगों को और देश की जनता को मालूम हो कि वह दरअस्ल कुछ करने जा रहे हैं । सदस्यों की तरफ से जो आरोप लगाए गए हैं, वह उन की एन्क्वायरी करायें । अभी आचार्य कृपलानी ने कहा है कि भ्रष्टाचार के सम्बन्ध में कई कमेटियां बनाई गईं, जिन्हों ने सुझाव दिये, लेकिन सरकार उन पर अमल नहीं करती है। सरकार इस प्रकार के मामूली सुझावों को तो मान लेती है, परन्तु बड़े और महत्वपूर्ण सुझावों को वह स्वीकार नहीं करती है । इस लिए रेलवे में आमूल परिवर्तन करने की आवश्यकता है । वह ऐसी व्यवस्था करने का प्रयत्न करें कि लोगों को गाड़ियों में जगह मिले और उन के लिए कुछ सुविधायें और आसानियां उपलब्ध हों, वह कुछ चन्द आदमियों का मुंह न देखें, जो कि बड़े आदमी हैं और जो एयरकन्डीशन्ड डिब्बों में जा सकते हैं । अगर यह सरकार और मंत्री महोदय समाजवाद की बात करते हैं, तो वह समाजवाद के रास्ते पर चलें । यह कौन सा समाजवाद है कि करोड़ों आदमी सड़कों और फुटपाथों पर रहें, उन के लिये रहने की जगह न हो और कुछ बड़े बड़े लोगों के लिए एयरकन्डीशन्ड महल

बनाए जायें । यह समाजवाद नहीं, बल्कि समाजवाद का मजाक है ।

अन्त में, मैं यह कहना चाहता हूं कि जिन व्यक्तियों के विरुद्ध मैं ने भ्रष्टाचार के मामलों का उल्लेख किया है, उन के विरुद्ध एन्क्वायरी की जाये । मुरादाबाद में जो एक्सिडेंट हुआ है, उस में गरीब एम्पलाई मारे जा रहे हैं । सच्ची बात कहने पर उन का ट्रांसफर हो रहा है कि गाड़ी में वैक्यूम नहीं था । उन की ट्रांसफर को रोका जाये और उस एक्सीडेंट की जुडिशल एन्क्वायरी कराई जाये ।

श्री विश्वनाथ पांडेय (सलेमपुर) : अध्यक्ष महोदय, मंत्री महोदय ने रेलवे का बजट सदन के सामने प्रस्तुत करते हुए जो संक्षिप्त भाषण दिया है, उस में उन्होंने कर-वृद्धि के औचित्य की तरफ ध्यान दिलाया है । दो तीन दिन से रेलवे बजट पर बहस चल रही है । मैं ने देखा है कि विरोधी दल के सदस्यों ने अपना ध्यान मंत्रालय की असफलताओं की तरफ ही ज्यादा दिया है । उनका दृष्टिकोण आलोचनात्मक है । उन की समझ में अभी तक यह नहीं आया है कि रेलवे मंत्रालय ने कुछ उपयोगी काम भी किया है । मैं उसकी तरफ आप का ध्यान आकर्षित करना चाहता हूं ।

जब देश में आपत्ति-काल था, जब भारत और चीन का संघर्ष हुआ या बाद में जब भारत और पाकिस्तान का संघर्ष हुआ, तो उस समय रेलवे मंत्रालय ने बहुत सराहनीय कार्य किया, जिसकी सारे राष्ट्र ने प्रशंसा की । इस समय भी रेलवे मंत्रालय देश के सूखाग्रस्त और अकालग्रस्त क्षेत्रों में सामान पहुंचाने के सम्बन्ध में प्रशंसनीय कार्य कर रहा है । मैं समझता हूं कि जहां मंत्रालय की आलोचना की जाये, वहां उस के अच्छे और उचित कामों के लिए उसके प्रति धन्यवाद के एक-दो शब्द भी कहने चाहियें ।

इस देश में जब रेलवे का प्रादुर्भाव हुआ, तो यहां पर केवल 32 किलोमीटर रेलवे-

लाइन बिछाई गई, जबकि इस वक्त हमारे देश में 58,399 किलोमीटर रेलवे लाइन है । हमारे यहां 10,000 ट्रेनें चलती हैं, 7,000 रेलवे स्टेशन हैं, 57 लाख आदमी प्रतिदिन गाड़ी पर आया करते हैं, करीब दो करोड़ रुपये की प्रति दिन की आमदनी है, इस रेलवे का प्रबन्ध करने के लिए नौ जोन (क्षेत्र) भी बने हुए हैं और एक रेलवे बोर्ड भी बना हुआ है ।

अभी माननीय सदस्य, श्री सरजू पाण्डेय ने रेलवे बोर्ड के चेयरमैन के सम्बन्ध में कहा कि पहले वह किसी छोटे स्थान पर थे और अब वह ऊंचे स्थान पर पहुंच गए हैं । मेरा उन से कोई सम्बन्ध नहीं है और मैं उन के बारे में कुछ भी नहीं जानता हूं, लेकिन मैं कहना चाहता हूं कि वह अपनी योग्यता के आधार पर ही इस ऊंचे स्थान पर पहुंचे हैं ।

श्री सरजू पांडेय : मेरा तात्पर्य केवल यह है कि अन्य छोटे रेल-कर्मचारियों को भी तरक्की का मौका मिलना चाहिए ।

श्री विश्वनाथ पांडेय : रेलवे बोर्ड के चेयरमैन, श्री खंडेलवाल, एक विशेषज्ञ हैं और उनके सभापतित्व में रेलवे मंत्रालय के प्रशासनिक ढांचे में काफी सुधार हुआ है और वह उस की खराबियों को दूर करेंगे । एक जनतांत्रिक देश में किसी भी सरकारी विभाग में सुधार करने के लिये यह आवश्यक है कि उस के प्रशासनिक ढांचे में क्रान्तिकारी परिवर्तन किया जाये । मैं इसी संदर्भ में मंत्री महोदय से निवेदन करना चाहता हूं कि देश में इस वक्त जो तीन प्रणालियां रेलवे की चल रही हैं—बड़ी लाइन, छोटी लाइन, मीटर लाइन, इन लाइनों को तोड़ कर एक प्रकार की लाइन बनाई जाय । यह ठीक है कि इस में समय लगेगा, कई वर्ष इस में लगेंगे, लेकिन आप एक योजनाबद्ध कार्यक्रम इस के लिये बनायें, जिस के अनुसार एक तरह की लाइन सारे साम्राज्य में बन सके । रेलवे भी एक बड़ा भारी साम्राज्य है और 1924-25 में

इस का अलग से बजट पेश किया जाने लगा, मैं सभा निवेदन करना चाहता हूं कि जब भी कोई सदस्य इस सदन में बोले विरोधी पक्ष के या हमारे कांग्रेस पक्ष के—सब ने एक स्वर से कहा है कि तीसरे दर्जे के यात्रियों के लिये जो किराया आप ने बढ़ाया है वह बहुत ज्यादा है। सब का यही सुझाव है कि मेल गाड़ी या एक्सप्रेस गाड़ी का जो किराया बढ़ाया गया है वह नहीं बढ़ाया जाना चाहिये। अगर आप ऐसा न कर सकते हों, तो मैं यह कहना चाहता हूं कि यह लोक सभा की मांग है, इस सदन के सारे सदस्यों की मांग है, बल्कि हिन्दुस्तान की तमाम जनता की मांग है कि जो किराया बढ़ा है अगर वह वंद न कर सकें तो उसमें तबदीली जरूर करें। आप का यह कर्तव्य है कि सदस्य जो सुझाव दें, उस पर आप अमल करें।

हमारे बहुत से सदस्यों ने बताया है कि फर्स्ट क्लास, सैकन्ड क्लास, एयर कन्डीशन्ड क्लास से रेलवे को बहुत कम आमदनी है थर्ड क्लास के यात्रियों से आप को ज्यादा आमदनी है. लेकिन आपने अपने बजट भाषण में कहीं इस बात का उल्लेख नहीं किया है कि जिन यात्रियों से आप की ज्यादा आमदनी है उन की सुविधा के लिये आप कौन से काम कर रहे हैं। आप और अधिक रेलें चलाते, रेलों की संख्या बढ़ाते तो उस से कुछ सन्तोष होता। लेकिन आज थर्ड क्लास का यात्री यदि कोई टिकट खरीदता है तो उस को रेलगाड़ी में बैठने की गारन्टी भी आप नहीं देते हैं, उसकी यह मांग है कि उस को गाड़ी में बैठने के लिये स्थान दें, आज वह स्थान उसे आप की गाड़ियों में नहीं मिलता है। आप स्टेशन बढ़िया बना दें, प्लेटफार्म बना दें, लेकिन प्लेटफार्म पर ट्रेन आने के बाद वह एक कोने से दूसरे कोने तक घूमता है उस को बैठने की जगह नहीं मिलती है इस से उस को असन्तोष है। इसलिये यह आवश्यक है कि कम से कम अपने मंत्रित्व काल में आप थर्ड क्लास के यात्री को इतनी गारन्टी अब दे दें कि उस को बैठने का स्थान अवश्य देंगे। यदि आप ऐसा कर सकें, तब मैं समझता हूं कि जो किराया बढ़ाने का औचित्य आपने पेश किया है वह सार्थक सिद्ध हो सकेगा, वर्ना लोग इसे पसन्द नहीं करेंगे।

इसी संदर्भ में मैं यह भी कहना चाहता हूं कि आप किरायों में वृद्धि न कर के भी अपने काम को चला सकते थे, आप को चाहिये कि आप अपने खर्च में मितव्ययता करें, इकानामी करें। दूसरे जो बिना टिकट के यात्री चलते हैं, आपको कोशिश करनी चाहिये कि उनसे पैसा वसूल हो और वे बिना टिकट के न जा सकें। तीसरी बात भ्रष्टाचार की है—रेलवे में जो माल की चोरी होती है और करोड़ों रुपया आपको क्लेम का देना पड़ता है उसको रोकिये। चौथी बात यह कि समाजवादी व्यवस्था के अन्दर 900 या 1000 सैलून का होना कोई शोभा जनक बात नहीं है। उन को तुरन्त तोड़ दें और थर्ड क्लास में परिवर्तित कर दें। यदि आप ऐसा कर सकें तो इस से यात्रियों को अधिक सुविधा हो जायेगी तब यह भी भावना फैलेगी कि अब समाजवादी व्यवस्था के अन्दर, प्रशासकीय ढांचे के अन्दर कोई ऐसा तबका नहीं है जो अलग रह कर अपनी यात्रा करता है। मैं ने ये कई सुझाव आपके सामने रखे हैं और मैं चाहता हूं कि आप इन पर विचार करें।

रेलवे दुर्घटनाओं (एक्सीडेंट्स) के बारे में आप ने आंकड़े दिये हैं जिन से यह साबित होता है कि 1965-66 में पहले की अपेक्षा कम दुर्घटनायें हुई हैं। लेकिन जितनी भी दुर्घटनायें हुई हैं उन में से 62 फीसदी ऐसी हैं जो आप के कर्मचारियों की असफलता के कारण हुई हैं। मैं नहीं समझ पाता कि जब प्रशासनिक ढांचे को अच्छा करने के लिये आप ने रेलों के 9 खण्ड बनाये हैं, हिन्दुस्तान को 9 खण्डों में बांटा है तो आप के ये जीनरल मैनेजर, सुपरिन्टेन्डेन्ट या डिविजनल मैनेजर क्या करते हैं जब कि उनके कर्मचारियों के द्वारा

62 चौसठी दुर्घटनायें होती हैं। मैं समझता हूं कि इस तालिका से सन्तोष नहीं होगा, सन्तोष तब होगा जब कि इन कर्मचारियों के जो ग्रुप आप ने बनाये हैं—वह प्रशासनिक ढांचा इस किस्म का हो, जिस से दुर्घटनायें न होने पायें। क्योंकि आज जब कोई आदमी ट्रेन में बैठता है तो समझता है कि पता नहीं वह अपने निश्चित स्थान पर पहुंच भी पायेगा या नहीं पहुंच पायेगा। आप की रेलों के अन्दर चोरियां होती हैं डकैतियां होती हैं, कत्ल होते हैं, आप ने सुरक्षा बल कायम किया है लेकिन उस से उतना लाभ नहीं होता है जितना होना चाहिये।

खान-पान के बारे में भी अनेक सदस्यों ने कहा है—25,26 जोड़ी गाड़ियों में आप की अपनी व्यवस्था है, 5000 ठेकेदार हैं जो कि खान-पान की व्यवस्था करते हैं। जो ठेकेदार हैं उन के तथा सरकारी विभाग के—दोनों के काम से असन्तोष है दोनों में अच्छा भोजन किसी को नहीं मिलता है और मैं समझता हूं कि हर साल जब भी रेलवे बजट आता है—इन दो तीन बातों को ले कर हमेशा कहा जाता है लेकिन फिर भी कोई सुधार नहीं हो पाता। समझ में नहीं आता कि हम लोग कहते ही रहेंगे या कुछ होने वाला भी है। इस पर आप को ध्यान देना चाहिये।

हमारे बहुत से सदस्यों ने यह भी कहा है कि सम्बन्धित रेलवे विभाग के जैनरल मैनेजर को जब भी हम कुछ लिखते हैं तो उनकी तरफ से एक सीधा सा जवाब आ जाता है कि आपका पत्र आया, आप के सुझाव पर विचार किया। लेकिन विचार करने के बाद क्या हुआ, क्या नहीं हुआ, इस का कुछ पता नहीं। आप को सदस्यों को पूरी सूचना देनी चाहिये।

श्रीमन्, मैं उत्तर प्रदेश के पूर्वी आंचल से आता हूं—वह क्षेत्र कई माने में पिछड़ा हुआ है। रेलवे में पिछड़ा हुआ है—आप जानते है कि बनारस एक बहुत प्रसिद्ध स्थान है पूर्वांचल की कई वर्षों से यह मांग है कि बनारस से भटनी तक बड़ी लाइन बनाई जाय, लेकिन आज तक कोई सुनवाई नहीं हुई। जब भी हम उसके लिये अनुरोध करते हैं तो कह दिया जाता है कि साधन नहीं हैं। यह लाइन उस क्षेत्र के लिये बहुत आवश्यक है और जरूर बनाई जानी चाहिये।

इसी तरह बनारस एक बहुत बड़ा स्थान है वहां पर मद्रास से लोग आते हैं लेकिन कोई ट्रेन आप ने बनारस से मद्रास के लिये नहीं दी है। इसलिये आवश्यक है कि बनारस से मद्रास तक के लिये आप ट्रेन दें ताकि वहां के लोग आसानी से आ जा सकें। बगैर इस के काम चलने वाला नहीं है।

बलिया से सुखपुरा, मनियर, सिकन्दरपुर, नावानगर बसी बाजार होते हुए बेलथरा रोड तक एक रेल लाइन निकाली जाय तथा एक दूसरी लाइन के द्वारा बेलथरा रोड से नगरा होते हुए रसड़ा से मिला दिया जाय। इस से यातायात की सुविधा हो जायेगी तथा गोविन्दपुर व तुरतीपुर का प्लेट फार्म बनावें व अन्य ट्रेनों को वहां पर रोकें। भटनी स्टेशन जो कि एक जंक्शन स्टेशन है वहां पर ट्रेनों को नान-प्लेटफार्म पर रोकते हैं, उन को प्लेट-फार्मों पर रोका जाय। एक पुल है भागलपुर का—जो तुरतीपुर और बेलथरा रोड स्टेशन के बीच में है, वह एक साधन है आजमगढ़, बलिया तथा बनारस जाने के लिये, मेरी मांग है कि उस को रेल-कम-रोड पुल बनाया जाय।

अन्त में मैं केवल एक शब्द और कह कर समाप्त करना चाहता हूं। जब डा० राम सुभग सिंह मंत्री थे, तब मैं ने एक आदमी के बारे में एक बात उन से कही थी और एक दरख्वास्त भी दी थी। श्रीमती लक्ष्मी श्रीवास्तव नाम की गोरखपुर रेलवे में एक अध्यापिका हैं, उन के पति श्री लाल बहादुर श्रीवास्तव भी वहीं पर रेलवे विभाग में थे क्लर्क थे, उन का वहां से लखनऊ ट्रांसफर कर दिया गया है। जब वे दोनों स्त्री-पुरुष एक स्थान पर रह सकते हैं, एक ही विभाग में काम करते हैं तो उनका ट्रांसफर

[श्री विश्व नाथ पाण्डेय]

क्यों किया गया । इस लिये मेरी प्रार्थना है कि श्री लाल बहादुर श्रीवास्तव का गोरखपुर ट्रांसफर कर दिया जाय ।

Shri G. Kuchelar** (Vellore): Mr. Speaker, I thank you for having given me the opportunity to associate myself on the discussion of the Railway Budget. Many Hon'ble Members of this Sabha described the budget as they mean, but I want to say that this budget is nothing but something like mathematical calculation. I cannot appreciate, Sir, for some want of raising at the receipt side and reducing the expenditure side and thus making the adjustment to show a deficit budget. In fact this deficit budget could have been avoided by the Railways if they would have taken a little care, attention or responsibility in their duties. Because of lack of supervision, carelessness irresponsibility etc., unwanted expenditure have to be borne by the Railway authorities and thereby we have to face the entire difficulties in the budget

Sir, I may point out a few things as quotations for the carelessness and irresponsibility. Sir, in my State of Madras, specially at North Madras, the railway authorities have arranged now to form a marshalling yard to make the manufactured coaches connecting with the wheels at the junction of Washermanpet and Tondiarpet by acquiring private lands, installing machineries providing lines etc. This has cost more money and expenditure on the Railway by bringing the finished coaches from the Integral Coach Factory at Perambur all along through, Korukkuppet line by covering up not less than six miles for merely fixing up the wheels with the finished coaches. This could have been carried out from nearer to the Coach Factory itself where railway department has got many lines and there is no need to cover up the compensation amount for acquirement etc. This is over and above the expenditure which cannot be appreciated.

Secondly, Sir, the workshop which was remaining all along at Golden Rock has been shifted to Hubli by removing all machineries, transferring the staff etc. incurring so much of expenditure on the railway authority for no reason or other, as we do not see any reason for such shifting. This is also an extraordinary expenditure by the railways.

To say Sir, as a third example in comparison with these budget proposals, the authorities have taken steps to retrench the staff at Trichy section and to recruit the SSLC candidates for the similar posts or cadre with similar wages by giving three years service. I find, Sir, that there is no need for such a thing, once we retrench the person at one place and then we should recruit person on the other side. I cannot understand the policy of the authority, the very idea why they should make retrenchment and reduce the staff and make recruitment on the other side for the same post. I request the Railway Minister to please look into that and avoid unwanted things.

The Railway authorities are not taking keen attention to implement the constitutional provisions, privileges extended to the members of the Scheduled Castes and Tribes in the Railways and such persons are being abruptly ignored by the Railway authorities though the railway authorities have taken steps to spend money for giving them six weeks' training. So say Sir, they could have avoided such unwanted expenditure for giving training for such of those Members to Udaipur or so. If they are not selected by the authorities, there is no use of sending the persons for training and then to say that they

**The original speech was delivered in Tamil.

are not fit for such jobs. I request the hon'ble Minister concerned to please draw his attention over the matters. Then, Sir, with regard to the travel from Madras to Delhi, I wish to say something. So many of us, Members of Parliament, travel from Madras to Delhi and Delhi to Madras. We are the recipients of unwanted difficulties. We are considered as first-class passengers. We are faced with unwanted difficulties and problems. We have so many difficulties to encounter. We have to inhale so much of dust and dirt in the train that, I think, if we travel two or three times like this from Madras to Delhi, we will get all unwanted diseases, being forced to inhale so much of dust and dirt containing germs.

There is the facility of paying one-third of the fare and travelling in the air-conditioned first class coach. Hon'ble Members have not been given this facility. I wish to request the hon. Minister to consider this aspect and extend this facility to Members also. When we, who are considered to be first-class passengers face so many difficulties, you can easily imagine the difficulties of the third-class passengers. I also request you, Sir, to please do provide some more bogies with the fast passenger from Trichy to Renigunta *via* Villupuram, since the public are thrown on the platform every day for want of bogies. I also request to provide new construction of lines from Chidambaram to Trichy *via* Perambalur and a line from Ariyalm to Salem I would also request the hon'ble Minister for Rail ways to look into the very condition of Katpadi Railway Junction where the very old godowns are being utilised as Railway Stations and it is lying without any improvement. I request that the Minister should take some improvements to remodel the station to suit the convenience of the public.

In conclusion, Sir, I want to express my regret in connection with the increase of fare by the railway authorities. To say, Sir, the railway transport which was considered as a common man transport now has turned into a transport equivalent to a richer one. Sir, it can compete any ordinary transport both by way of carrying passengers as also goods. Comparing to the road transports whatever they pay for the lorry services, the Railway transport seems to be more higher and more delayed. I, therefore, request that proper action can be taken to rectify such things and reduce the rates at least upto 50 kms. and earn more money and let the transport be used for common purposes. I also request you, Sir, that there should not be any increase in fare for II Class ordinary passengers upto 50 kms, as such increase will certainly not give us any source of income, but it will affect the entire source of the income of the railway. As I said before the road traffic will take off such incomes of the railways. The increase of platform tickets is absolutely not correct and it should be deleted. Lease rents for the advertisements could be raised and charges for lockers instead of 50 nP. it can be raised to Re. 1.

I finally request the authorities to please go into the matters in detail and see that proper supervision, attention and care is paid by the staff as well as by the supervising authorities on the Railways. I thank you for giving me this opportunity to take part on this budget.

17.40 hrs.

IMPORT OF RUBBER*

Shri K. M. Abraham (Kottayam): Mr. Speaker, Sir, today at this time when I am initiating this discussion the small rubber growers of Kerala are conducting a *satyagraha* before the Raj Bhavan Trivandrum, Kerala. This is intended for pressing upon the Central Government the urgency of the matter, to redress the grievances, to stop the import

*Half-An-Hour Discussion.

[Shri K. M. Abraham]

of rubber, to cancel import licences, to fix a reasonable price for rubber and also for purchasing 23 000 tons of accumulated rubber. Sir, we, the Members of Parliament from Kerala tried to raise this question during the last session itself. I had requested for a half an hour discussion for which permission was not granted. The situation has deteriorated considerably since then.

The net result of the import of rubber has been that the price of indigenous rubber went down considerably. This affects mostly the growers of Kerala who produce 95 per cent of the output in India. There is a strong misconception that rubber production is controlled by big planters. It, however, is a fact that 99.9 per cent of the persons engaged in rubber plantation are small rubber growers having 1 acre to 50 acres of rubber cultivation. More than 76,000 small rubber growers, 3 lakhs of workers and 25 lakhs of people are adversely affected by the sudden downfall in the price of rubber. Kerala Government also incurs heavy losses from its own rubber plantation and its tax revenue also has been reduced considerably as a result of this.

The price of rubber has a tremendous impact on the economy of the State as such. The livelihood of thousands of small growers, their families lakhs of workers and their families depend entirely on the fortune of rubber. Any fall in prices and consequent retardation of production would cause incalculable harm to the economy of the State. In 1965-66 when the price was Rs. 6½ per kilogram, 50 530 tons of rubber contributed Rs. 36½ crores to the State exchequer. Now, when the price is Rs. 3½ per kilogram, the State is likely to get only Rs. 16 crores.

As the House is aware, the rubber manufacturing industry in India is dominated by well-known foreign monopolies. When the price of rubber reached Rs. 6½ these manufacturers approached the Government for increasing the import of rubber. The reasons they stated are: (1) there is a gap between production and actual consumption of rubber and (2) the world market price of rubber is much less. The plea that the production of rubber is far below the requirements is totally baseless. It is a fabricated story by the profit-mongering manufacturers, who are manipulating production and consumption figures deliberately to widen the gap between the two. Normally, two months' stock of raw rubbers is sufficient for the manufacturers but they deliberately take into consideration three months' stock with a view to creating an artificial deficit. If we calculate the requirements on the basis of two months' stock, there is a surplus of 8,000 tonnes.

Even if we suppose that there is a gap, how to overcome it? The Planning Commission has admitted that it would be done only through internal production. The targets fixed by the Planning Commission were fulfilled only in this sector; perhaps, the production was a bit higher than was anticipated. The majority of growth was in the small rubber plantations which cultivated 2 lakh acres. The Karala Government also entered the field and planted thousands of acres. Therefore it would not be correct to say that the gap could be filled only by imports.

Then, as to the second question of world market prices being less than the Indian prices, why is it applied only to rubber? It is totally incorrect to take into account the international price of rubber since it is being controlled by the big monopoly combines to suit their requirements. From 1939 up to 1960 rubber prices were much lower than the world market prices. During 1950-60 alone the rubber growers lost on this account Rs. 12 crores.

Rubber being an agricultural product, while calculating its cost of production we have to take into consideration the value of land which is Rs. 5,000 per acre. Moreover, seven years of nursing of the plant costs roughly about Rs. 4,000. Tapping fertiliser and spraying etc. may come up to Rs. 800 per year. The crop per acre is 200 kilograms. The fertiliser price has risen by 30 per cent after the inquiry of the Tariff Commission. Taking this into account a reasonable price for rubber should be fixed by the Government so that rubber growers are not compelled to sell their estates at a loss.

The Tariff Commission was asked to inquire into the reasons of price increase of rubber at the instance of the rubber manufacturers. The inquiry is now complete and the report may come very soon. The Government should not take any hasty decision in the matter without consulting the Kerala Government. Moreover, it is not enough to inquire into the cost of production of raw rubber alone. The Tariff Commission must go into the entire cost structure of the rubber manufacture. But the Government is not doing this to protect the interest of foreign-owned rubber manufacturers. After all, raw rubber constitutes only one fifth of the ingredients of tyre. It should be noted that the prices of rayon and other products have gone up substantially higher.

When there is adequate stock of rubber in the country the Government succumbs to the blackmailing tactics of rubber manufacturers and imports rubber with a view to bringing down the price of rubber and add to the already high profit of rubber monopolists. This was done at a time when India was facing a big foreign exchange crisis. Crores of rupees of valuable foreign exchange were thus frittered away. This has also crushed the entire economy of small rubber growers and seriously hurt the livelihood of thousands of rubber workers. During the first three months of this year itself 7,800 tonnes of rubber was imported with a total value of Rs. 2.97 crores.

The Government is taking shelter under the plea that there is no stock. It is a totally untrue statement. If the Government is prepared to purchase at least at the *ad hoc* price surely 23,000 tonnes of accumulated rubber could be purchased within two days. When we met the Commerce Minister, he told us that the *ad hoc* price was Rs. 410 per 100 kgs. Why the Government do not see that the entire stock is purchased at this price to protect the interests of the rubber growers? The question is that the manufacturers are not prepared to buy at this rate with the prices having gone down considerably. On the top of this, the rubber manufacturers further fleece the growers by lowering the gradation of the rubber and paying less price to them.

Only the foreign monopolies are the real beneficiaries who earned enormous profit during this period. Unless the import policy of the Government with regard to the rubber is radically changed, it will have disastrous consequences for the whole country.

I, therefore, emphatically state that the following steps should be taken by the Government without any delay to protect the interest of small rubber growers:

(1) Government should put a ban on imports of rubber and cancel all import licences.

(2) Government should see that the accumulated stock of rubber in the market is lifted at the *ad hoc* price fixed by the Government.

(3) Government should fix a reasonable price of rubber taking into consideration the cost of production of rubber.

Shri Vasudevan Nair (Peermade): Sir, here is a very clear case of the Government's profession and the case of practice which has nothing to do

[Shri Vasudevan Nair]

with the profession. They always talk so much about self-sufficiency, swadeshi and so on. Here is a specific case where you have indigenous rubber, accumulated stock of rubber, and, at the same time, you allow foreign exchange to the tune of Rs. 10 crores or even Rs. 15 crores to import rubber. The excuse given is that there was no rubber in the country at that time.

In answer to our Question, the Government has made a statement that there is no accumulated stock of rubber inside the country. Now, we give a challenge to the Government. We have got figures from the Rubber Board which is a statutory body and this Government, when they deal with problem of rubber production, always quote figures from the Rubber Board. Also, our information is that to answer this Question, the Rubber Board sent statistics to this Government and the Rubber Board said that there was accumulated stock upto the tune of 23,000 tonnes in the country. But strangely enough, we got an answer on the floor of the House that there is no stock. So, we should like to know which part of the story is correct. As a people coming from the State which produces 95 per cent of the Indian rubber, we can sell to the Government if they are prepared to purchase, nearly 25,000 tonnes of rubber, just now .

Shri Nambiar (Tiruchirappalli): Within 24 hours.

Shri Vasudevan Nair: Within 24 hours.

The answer to our question is that they have again given import licences to the tune of nearly Rs. 3 crores to import 7,800 tonnes of rubber from Malaysia, from the international market.

Shri Ranga (Srikakulam): They should never have done it.

Shri Vasudevan Nair: My point is that this import of rubber from September, 1966 to March, 1967 had a purpose. The purpose was that the tyre manufacturers wanted a tariff commission —the rubber growers did not want a tariff commission—the tariff commission was appointed and at the time the tariff commission was going to recommend a floor price, they wanted to see that the market price was brought down and that there was a depression of the market price of rubber. So, coinciding with that particular time the Tariff Commission has gone into the cots of production and all that. They have allowed such imports as to see that the market prices are at the rock bottom and the market prices come down. They say there is a glut in the market. In spite of assurances by the Minister to some of us and in spite of assurances to the Kerala Agriculture Minister by the hon. Minister here, the fact remains that no company is making substantial purchases in spite of offers from the producers as well as dealers at the *ad hoc* price fixed by the Government. An ad hoc price was fixed behind the back of the growers; the growers were never consulted; the Government fixed an *ad hoc* price of Rs. 4,100 for one tonne of natural rubber. This was the purpose. I should like to get specific answers to the specific questions that we are putting before the Government.

When they decide to import rubber spending foreign exchange—we have such a foreign exchange crisis, you know that—we want to know whether they will really make a calculation of the real deficit and whether, for that purpose, they will consult the Rubber Board and take their advice and also consult the rubber growers as well as the Kerala Government. We should like to get an answer about future imports. According to us, there is absolutely no case for import of rubber in 1967-68 because even according to the Rubber Board, the gap is only a thousand tonnes I have no time;

otherwise, I would like to go into the figures of production, etc.

Mr. Speaker: You have already gone into so many details. You may conclude now.

Shri Vasudevan Nair: I am concluding.

Secondly, I should like to know this. I have an information that they have received the Tariff Commission's report. If that is so, I should like to know what are their recommendations and the basis of their recommendations. Then I should also like to know whether they will live upto the promise that they have given to the Kerala Agriculture Minister and to the MPs that they will see to it that all the accumulated stock is lifted at the *ad hoc* price. At present, the price is only Rs. 3,500 in the market. I should like to know what they are going to do to lift the entire stock at Rs. 4,100 at least.

Shri Nambiar: Yesterday they were asking for price. Today they are offering rubber. What a change within 24 hours!

Shri E. K. Nayanar (Palghat): We want to know whether it is correct that Government have allowed foreign monopolies to import synthetic rubber for Rs. 296½ lakhs and if so, who supported this import. In India there are five rubber monopolies—Dunlop, Good Year, Firestone, Ceat and Madras Rubber Factory which is in collaboration with West Germany. Kerala produces 95 per cent of rubber. We are sponsoring Swadeshi, but at the same time we are supporting these big foreign monopolies, those who are monopolising the rubber industry in India. About 75,000 small growers of Kerala are suffering due to the accumulation of 20,000 tonnes of rubber, but the Government are supporting the monopolies. From September 1966 to January 1967, i.e., during five months, the monopolies imported 16,876 tonnes of rubber. But at the same time the Kerala rubber rate has been reduced. The foreign monopolies are importing at Rs 5 per kilo.

Mr. Speaker: All this was stated by the previous speaker.

Shri E. K. Nayanar: I want to know whether the Government will revise their policy of allowing the foreign monopolies to import synthetic rubber and help the Kerala rubber growers—about 75,000 growers are suffering. We want to know whether Government will take immediate steps in that direction.

श्री बसु लिमये (मुंगेर) : मैं यह जानना चाहता हूं कि व्यापार मंत्रालय जब रबर के बारे में अब अपनी आयात-नीति निश्चित करता है, तो वह सारे तथ्यों के आधार पर करता है या इस का कोई काल्पनिक आधार रहता है । यह तो कच्चे रबर की बात है, लेकिन कुछ साल पहले मंत्रालय ने स्टेट ट्रेडिंग कारपोरेशन की मार्फत टायरों का आयात किया। उस वक्त मंत्रालय का कहना था कि देश में टायरों की बड़ी कमी है, जब कि कारखानों के मालिकों का यह कहना था कि कोई कमी नहीं है । मंत्रालय ने बड़े पैमाने पर टायर मंगाए और खराब टायर मंगाए । बाद में उस के सामने यह समस्या खड़ी हो गई कि उन टायरों को कैसे बेचा जाये । मंत्रालय ने जबर्दस्ती कर के उन टायरों को विभिन्न ट्रान्सपोर्ट कारपोरेशंज को बेचा । खैर, वह मामला अलग है । आज मंत्रालय कच्चा रबर आयात कर रहा है, जिस का नतीजा यह है कि रबर पैदा करने वाले जो हमारे बगीचे वाले छोटे लोग हैं, वे आज तबाह हो रहे हैं । मैं मंत्री महोदय से यह जानना चाहता हूं कि हमारे देश में जो उत्पादन है, जो रबर की आवश्यकता है और जो कमी है, क्या इस के आधार पर यह आयात किया गया है ? यदि हां, तो भाईचारे के लिए मैं यह जानना चाहता हूं कि क्या सरकार आयात करके अपने लाभ

[श्री मधु लिमये]

पर देश में कुछ स्टाक रखेगी और जब दाम बहुत ऊंचा उठने लगें, तब उन स्टाक्स को बेचेगी ? जब तक ऐसा नहीं होता है, तब तक क्या सरकार इस तरह के अभर्यादित और अनौचित्य आयात को बन्द करने के लिए कोई कार्यवाही करेगी ।

Shri A. Sreedharan (Badagara): This is only one among the many instances of the most unimaginative, unscientific and irresponsible import policy of the Government of India. They never make a survey of our import necessities....

Mr. Speaker: The hon. Member should put his question straight and give some time to the hon. Minister to reply.

Shri A. Sreedharan: I am preparing the background so that the hon. Ministers will understand because they do not study things.

Mr. Speaker: Why should there be any preface?

Shri A. Sreedharan: I am coming to my question.

Hon. Members have pointed out that there is an accumulated stock of 23,000 metric tons of rubber with the traders and the cultivators. In reply to a question put by me, the hon. Minister said in this House that there was an acute shortage of rubber, which is not borne out by facts. Even according to the figures estimated by the Rubber Board, the annual shortage of rubber in this country is only 1000 metric tons, and to meet that shortage Government are saying that they have given import permits to the tune of 8000 tons of rubber. This has been done to help the monopoly interests and their foreign masters and collaborators.

In view of these facts, I would like to ask Government whether they will take immediate steps to freeze the quantity of imported rubber in this country till such time as the accumulated stocks with the cultivators are lifted. Secondly, will they form an advisory board consisting of the rubber cultivators, the representatives of the Rubber Board and representatives of the State Governments in those States where rubber is cultivated abundantly, and consult them before fixing the quota of import? What steps will the Government of India take to intensify rubber cultivation and what sort of help do they intend to give to the poor small rubber cultivators so that the deficit may be wiped out and this country would become self-sufficient in rubber?

Shri P. P. Enthese (Movattupuzha): How much of foreign exchange is being spent on the import of the synthetic and natural rubber? Will the Government take immediate steps to remove the glut in the rubber market and to lift the accumulated stock at the shortest possible time and at reasonable prices?

Shri Vasudevan Nair: Where is the Cabinet Minister disappeared? We are happy the Deputy Minister is here, but the Cabinet Minister was here five minutes back. If he had some other urgent business, I could understand; otherwise, he could listen and understand what the Members are saying.

The Deputy Minister in the Ministry of Commerce (Shri Shafi Qureshi): I have a submission to make. My hon. friend is a leader of the proletariat. I am also from the proletariat. Why should he insist that the Minister should reply and not the Deputy Minister? You want a reply, you can have it from me. (*Interruptions*)

Mr. Speaker: Anyway the Minister is here, he is replying.

Shri E. K. Nayanar: It is unfair to the rubber industry.

Shri Shafi Qureshi: It is not a rubber question. It is a Ministers question. (*Interruptions*).

Shri Surendranath Dwivedy (Kendrapara): The members only feel that Sheo Narain is no substitute for the Cabinet Minister!

Shri Sheo Narain (Basti): There is no quorum in the House.

Mr. Speaker: After such a discussion, we should not close without hearing the reply.

Shri Shafi Qureshi: As the House is aware, indigenous production of natural rubber and synthetic rubber is not adequate to meet the full requirements of the rubber goods manufacturing industry. Imports to the extent necessary to cover the gap between supply and demand have been allowed every year.

Owing to the acute shortage of foreign exchange in 1965-66, imports of rubber had to be severely restricted that year. This resulted in shortage of rubber in the country. The shortage was further aggravated by a setback in the production of synthetic rubber due to a fire in the only factory producing it.

श्री मधु लिमये : मंत्री महोदय पहले से जो भाषण लिख कर लाये हैं, वह उसी को पढ़ रहे हैं। यहां जो कुछ कहा गया है उस का वह जवाब नहीं दे रहे हैं। इसलिए यह अच्छा है कि वह भाषण टेबल पर रख दिया जाये, जिस से सदन का टाइम खराब न हो।

Shri Shafi Qureshi: I am also going to deviate from the text.

Mr. Speaker: Like the questions you put with background, he is also giving the background. After that he will come to the points mentioned by the hon. Members.

Shri N. K. Somani (Nagaur): Will you see to it that he replies?

Mr. Speaker: After all, when the hon. Minister says so, you must accept it.

Shri Shafi Qureshi: As a result, from about the middle of 1965 till up to September, 1966 the price of indigenous rubber rose to abnormally high levels reaching at one time a peak of about Rs. 7,000 per tonne as against the price of about Rs. 3,200 per tonne obtaining before June, 1965 and the floor price of Rs. 3,230 per tonne.

Since rubber is the main raw material for a number of essential industries, the scarcity of rubber and consequent high prices were adversely affecting the consumers. This had to be remedied. Therefore, after a careful assessment of the situation, Government decided to issue licences for the import of about 30,000 tonnes during 1966-67. This was spread over seven instalments, taking into account the supply and demand situation on each occasion. On examination of the matter in regard to the stocks of rubber, it has been seen that the total stocks in the country were more or less normal. However, it is a fact that the off-take of natural rubber by manufacturers declined substantially during September to December, 1966, which was due to the very high prices prevailing during that period. As a result of the imports allowed by Government during 1966-67, the price of indigenous raw rubber, which had reached abnormally high levels owing to restricted imports in the previous year, came down to about Rs. 4,100 and currently stands at about Rs. 3,800 per tonne.

Shri Vasudevan Nair: Not even that.

Shri Shafi Qureshi: The hon. Members from Kerala have made four suggestions. One is that we should ban the import of rubber; second is that we should cancel all the licenses

[Shri Shafi Qureshi]

which we have issued so far; thirdly, the stocks of rubber which are lying with the growers should be lifted and fourthly, fixation of rubber prices. These are laudable suggestions. For one or two points, I shall refer to the material that I have with me and the other points, I will answer orally.

No fresh licence for import of rubber has been issued during the last month and a half; also no licences for import of rubber have been revalidated during this period. But for one manufacturing firm which had a strike in their factory from the 3rd March to the 16th May, 1967, the manufacturers have purchased rubber during April and May 1967. The tyre manufacturers have also given an assurance to Government that they are prepared to purchase their requirements of natural rubber from indigenous sources provided it is made available at a price of Rs. 4,100 per tonne f.o.b. Cochin.

The question of fixing a fair price for rubber has been referred to the Tariff Commission. I expect to receive the report of the Commission in a few days. I am, therefore, inclined to await their report before deciding on the future course of action rather than taking a decision immediately.

I might add that Government fully appreciates the important role that rubber plays in the economy of the country. At the same time, the Government must also take into account the vital role that some of the rubber products play in that economy. The price of rubber has to be fixed at a level which would be equitable not only to the growers but to the consumers as well.

As regards the licences which have already been issued, I have informed the House that we are not revalidating the old licences. Government has taken this step deliberately to see that the indigenous rubber available in the country is lifted by the manufacturers. Recently, I have received information that the Dunlop rubber company has taken 1490 tons in April and 1120 tons in May at a price which varies from Rs. 4,092 to Rs. 3,964 a ton. Government gave a directive to the manufacturers that we do not want to revalidate their old licences or issue new licences unless the indigenous stocks available in the country were exhausted by the manufacturers first. It is in view of that direction that the manufacturers had started taking from the cumulative stocks from these areas.

As regards the price, my hon. friends know that the Tariff Commission has gone into the whole process...

Shri Vasudevan Nair: I might give you a bill showing the Dunlop's prices—they purchase at Rs. 370 or Rs. 363 or Rs. 357. That is what this bill shows.

Shri Shafi Qureshi: That might be of a different kind; I am talking of RMA grade I; the price is Rs. 4,092 and for lower grades, about Rs. 3,800 and so on.

Shri Vasudevan Nair: That is another trick. No producer will get that price.

Shri Shafi Qureshi: I have said that the matter is before the Tariff Commission and when the report is received by the Government, the hon. Members in this House who are interested in rubber plantations will be consulted. But I must make one point clear to the hon. Members. High prices will destroy the Kerala rubber industry. If you say you should get Rs. 7,000 a ton, the old and uneconomic and useless holdings will not be cut and there will be no incentive to the growers... (*Interruptions.*) We cannot think of certain tyres and tubes only. We should make our prices competitive so that our goods sell in foreign markets. That is possible if rubber prices are kept at the proper level. If we pay Rs. 7,000 a ton to a rubber grower the planter will never cut the uneconomic units; he would

prefer to get whatever he could from them because the price is high. Low prices too are not good to the growth of the industry. Because, then the growers will not have any incentive to grow more rubber and have replantations in the old plantations. So, between the two, abnormally high price and the low price, we have to strike the mean.

Mr. Speaker: You have not covered the point as to what is the difference between the imported price and the local price.

Shri Shafi Qureshi: I am coming to that.

Shri E. K. Nayanar: Should not the huge profits of foreign monopolists be cut out?

Mr. Speaker: Let us hear the Minister on one or two important matters before we adjourn the House.

Shri Nambiar: There is a specific case. He says it is 3,900. But here it is 370. One more zero is added.

Shri Shafi Qureshi: My hon. friends have confidence in the Rubber Board. They have been quoting figures from the Rubber Board, and I am quoting the figures from the same Board. And they have given entirely different figures. First of all, there has been a divergence of views expressed by Shri Abraham and Shri Nair. One said the supply is good, so as to meet the demand fully; the other said there is some gap and that we must enquire as to what the gap is. So, first of all, let there be reconciliation between the two Members, and if there is deficiency, whether there is deficiency in the supply of rubber or not, that will have to be gone into thoroughly.

Then, I am coming to the main point. For the imported rubber which we are importing from Malaysia and Ceylon, the landed cost in the factories is Rs. 4,100, while this rubber is now selling in Kerala and other States, at about Rs. 4,700. Naturally, we have offered them—the growers, a price which is quite reasonable, Rs. 4,100 per ton, and we are trying to pursuade the manufacturers to lift rubber at that price. Please do not be under the misconception that—this Government will be dictated by any monopolies or monopolists, and our prime interest is to see that the grower gets a reasonable price and the consumer does not suffer because of high prices.

The second thing we have in mind is that the consumer at the other end gets the end-product at a proper and reasonable price. That can be done only with your co-operation. If the hon. Member says that the price of rubber should not shoot up but should be maintained at a proper level, that can only be done when we take into consideration the Tariff Commission report.

There is one point which Shri Madhu Limaye had made, and that is, how are we going to improve the situation. So long as this gap between the supply and demand remains, we have to import. We are not going to starve the industry. Unfortunately, the only synthetic plant in the country got burnt and naturally that deficiency was there. We have to meet that deficiency by importing some quantities of rubber. If the hon. Members are in a position to give us details, that there is more supply than the demand in the country, the Government will consider it. We are not after all lured by import. It is our policy to see that more and more indigenous rubber is made available and imports are cut. If there is any suggestion, if there are reliable figures given and if there are difficulties, Government will consider them. We have an open mind in the matter.

12·18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, June 2, 1967/Jyaistha 12, 1889 (Saka).